

PRIX EDITIONS

International Formula One Monthly



THE MAGAZINE FOR
GRAND PRIX PEOPLE

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GOING FOR THE GAP

Donnelly: Britain's Best Hope?

LOOKING AT LARROUSSE

Suzuki's Eastern Promise

F1's FIRST CENTURIONS

A Ferrari Celebration

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1. At which race did the team re-enter Grand Prix racing as Leyton House March?
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6. Which F1 team or teams did Ivan Capelli drive for before joining Leyton House March?
7. Mauricio Gugelmin has one fastest lap to his credit. Where and when did he achieve that feat?
8. What is Mauricio's best-ever race finish?
9. Ivan Capelli qualified for the 1988 US Grand Prix but did not take part. Why?
10. At which race did Autoglass first appear as sponsors on the Leyton House cars?

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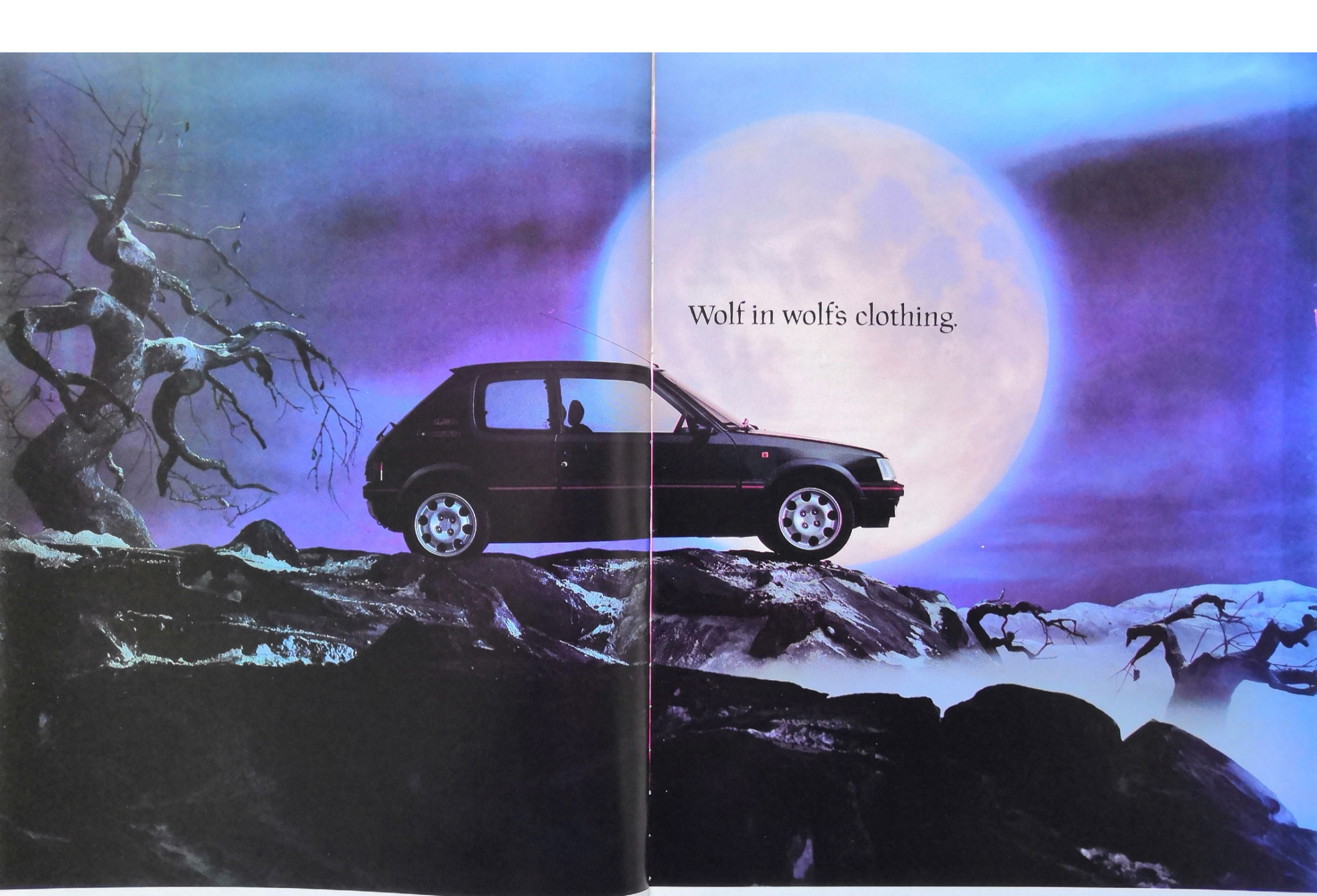
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Cover: Allsport/Pascal Rondeau

(Allsport/Pascal Rondeau)



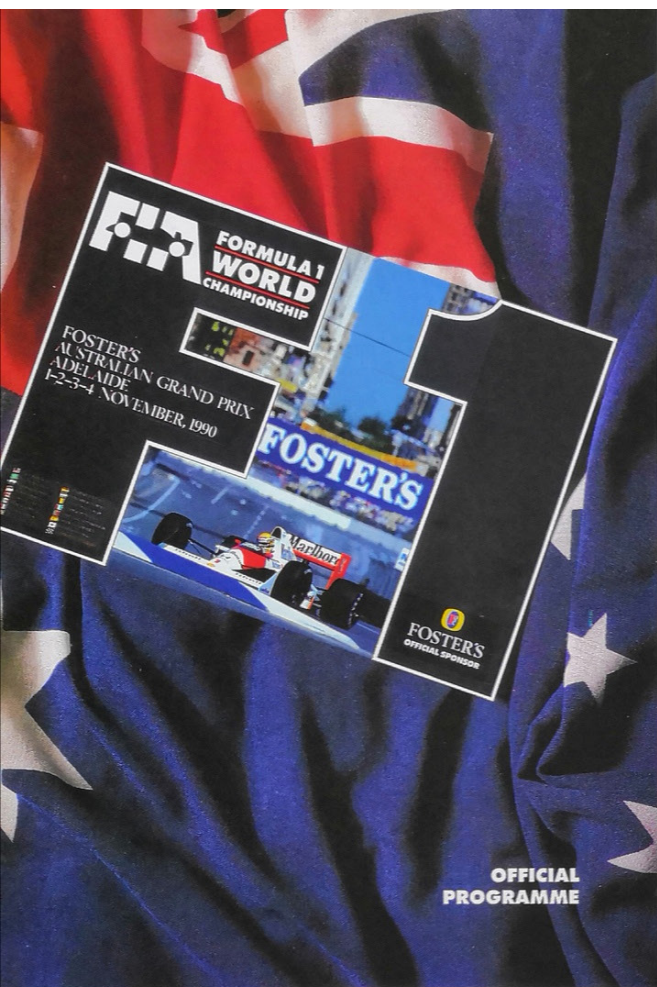
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POLE POSITION

The Editor's Page

No-one, they say, is indispensable. But, as Maurice Hamilton rightly surmises in this month's "On the Other Hand", try telling that to a British national daily's sports editor now that Nigel Mansell has decided to throw away his driving gloves - literally, as it turned out at Silverstone.

Rumour has it that Greg Norman has vowed to turn Mansell into a top-flight, professional standard golfer within a year of the Englishman's quitting the cockpit. Two things are sure, if that does happen: Mansell will wield his clubs with the same intensity and defiance that characterize his use of a Grand Prix car, and it's the only other sport that will maintain his income level where it has been for the last few F1 seasons.

Love Mansell or hate him, it has not been possible to ignore the man since that first emotional victory at

Brands Hatch five years ago. And, for British fans at least, even if there was no fairytale ending in the shape of a home victory, he went out in a blaze of glory with his first pole position for Ferrari, a blazing lap that owed nothing to chance and everything to the qualities that separate these men from the bunch: precision, skill and daring in circumstances that would scare the ordinary mortal to death.

His career illustrates a central truth of sport, as of life: you have to make the most of what you've got, and character is the key. Mansell will not go down in history as the most graceful of Grand Prix drivers: no Clark or Fangio, no Prost even, in his style of getting from A to B in the shortest possible time, and by the straightest lines possible on the average F1 circuit. But out of the rough wood of his talent, his courage and his self-belief he has hewn a lasting monument to

those very characteristics, accumulating Grand Prix victories and making himself a very wealthy man in the process.

It is not only the British - and the English in particular - who owe him a singular debt. Mansell, with the Union Jack helmet replaced only by the more relaxed cloth cap, has given F1 followers and pundits the world over the archetype of the bulldog breed, and Grand Prix racing will be the poorer for his absence.

Still, the pit lane, like nature, abhors a vacuum, and the Brits must find someone to fill the gap. It may be a Scot, it might be an Irishman, and surely in the wings there lurks an English talent waiting to be discovered. Whatever the nationality, it will take a big man to put his boot in where Mansell never feared to tread.

PE



Who can fill this space for British F1 fans?



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KEEPING TRACK



F1 Fact and Fiction in Daily Digest Form

July 1, London: Jordan Grand Prix, the new F1 team launched by F3000 entrant Eddie Jordan, is kept busy fending off stories and inquiries about the team's link with Ford. The team are said to have clinched a supply of the Ford HB V8 power units previously supplied only to Benetton. A Ford spokesman says coyly that the company are not in a position to comment officially at present. On the same day, Williams Grand Prix Engineering confirmed that Adrian Newey, formerly design director at Leyton House Racing, had agreed to join them from the end of July. Newey had resigned from Leyton House the previous week and his place there looked set to be filled by the arrival of Chris Murphy, who was in the process of quitting Lola.

July 3, Brussels: Belgian entrepreneur Jean-Pierre van Rossem is jailed for a month while investigations are conducted into his financial affairs. Van Rossem is the former owner and sponsor of the Onyx team whose Moneytron company name was used on the cars.

July 5, Paul Ricard Circuit, Le Castellet:

Subaru announces it is pulling out of F1 and leaving the Coloni team to revert back to ownership by Enzo Coloni and continue racing with Ford Cosworth DFZs. It had been expected that Coloni would sell out to Subaru Technica International. But an official release was issued at the French Grand Prix in which Subaru announced its decision.

July 6, Paul Ricard: The ESPO Larrousse team officially opened its new high technology factory. It is a dramatic 4,000 square metres facility which was built in six months and it will become the team's base from the end of the season. Larrousse reveal they have signed a contract with the Ricard group for exclusive test facilities at the track.

July 7, Paul Ricard: Nigel Mansell clinches pole position for the French Grand Prix. It is the Englishman's first pole for Ferrari and confirms the team's mid-season resurgence as major challengers for the title. Reactions to Ford's confirmed decision to supply Jordan Grand Prix with V8 engines include a press release issued by Benetton in an effort to clarify their own situation.

It states that Benetton's own exclusive programme with Ford for "current and future programmes" will not be affected.

July 8, Paul Ricard: Alain Prost wins the French Grand Prix. It is his second victory in succession and Ferrari's 100th in Grand Prix racing. Italian Ivan Capelli finishes second behind the Frenchman in a Leyton House ahead of Ayrton Senna who came home third for McLaren-Honda. Speculation suggests that FISA's desire to move the French Grand Prix from the south coast inland to Magny Cours has encountered opposition from teams and sponsors. FISA president Jean-Marie Balestre says he plans a further inspection of Magny Cours before any final decision is taken on its suitability. Drug testing is introduced to F1 and Capelli, Prost, Nigel Mansell and Pierluigi Martini are required to produce urine samples. It was easier for some than others.

July 9, Paul Ricard: The build-up to the British Grand Prix begins with reports of comments attributed to Niki Lauda about the current state of Ferrari's management. "The management is still bad," he is reported as saying. "Throwing people out. Bringing people in. You need continuity. Ferrari is just like it always was with internal fights."

July 12, Silverstone: On the eve of the British Grand Prix, Benetton announce a new sponsorship deal — with a newspaper. The unique arrangement is with Robert Maxwell's The European who are said to have paid one million dollars for the remaining seven races of the year. On the same day, Ayrton Senna arrives at Silverstone and suggests that not only do Ferrari have the best chassis in F1, but also the best engine and reliability.

July 13, Silverstone: Nigel Mansell is in a very unhappy mood after opening qualifying and points to the speed of his car through the timed traps as an explanation. The result is confusion and rumours of a growing rift with the Ferrari team.

July 14, Silverstone: Mansell grabs pole with a sensational lap and then praises Ferrari for their great work in bringing four cars to Silverstone. He says he may have over-reacted the previous day.

July 15, Silverstone: Prost wins the British Grand Prix, Mansell announces his retirement and Ferrari hog the front pages of the newspapers as well as the back. Prost's win is his 43rd and his third in succession. It lifts him to the top of the Drivers' Championship ahead of Senna. Mansell says his decision has been made

because he wants to spend more time with his family. "I was hoping to announce this with a win," he said after his retirement. "But it wasn't to be."

July 16, Silverstone: A press release issued during the British Grand Prix weekend gains some attention after all the driver drama. In it, Shell hit back at suggestions that F1 fuel is environmentally unfriendly and hazardous to those who work with it. The statement says many comments made have been inaccurate and adds that Shell is currently supplying unleaded fuel and more than 20 races have been won by Honda Marlboro McLaren using this fuel.

July 20, Hockenheim: Ayrton Senna finishes fastest at the pre-German Grand Prix testing. The Brazilian clocks a best time of 1:41.37 in his McLaren-Honda. Prost records a second-best time of 1:41.54 in his Ferrari and Brazilian Nelson Piquet, in a Benetton equipped with the old engine rather than the new series 4 Ford V8 engine, is third quickest. Gossip and rumour at the circuit suggests that Prost has said he will retire at the end of 1991.

July 26, Hockenheim: Prost arrives at Hockenheim and quickly dispels the rumour that he is considering retirement. Meanwhile Nigel Mansell



Whose hands will be on the Lotus wheel next year?

confirms that he is and reveals that he has received a touching card from his mechanics following his vain but bold efforts at the British Grand Prix.

July 27, Hockenheim: Frenchman Jean Alesi holds a press conference and reveals that he has not yet decided where his future lies. Ayrton Senna claims provisional pole for the West German Grand Prix.

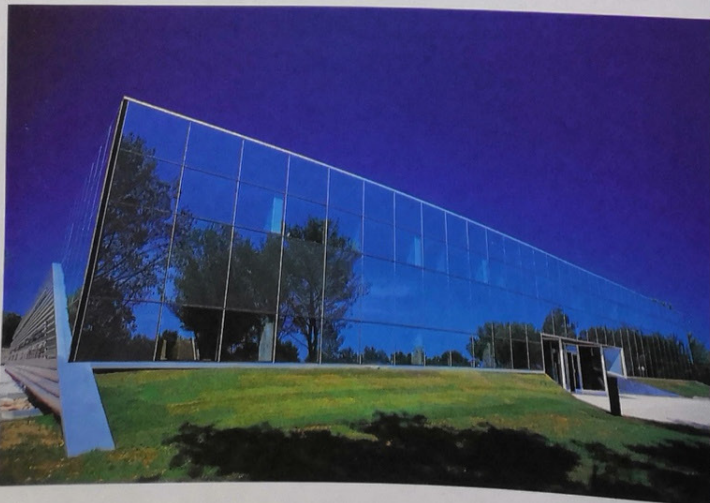
July 28, Hockenheim: Senna stays on pole without making any attempt to improve his qualifying

time. Commercial manager Clive Chapman, son of founder Colin Chapman, says the Lotus team is not for sale and will still be racing in F1 next year.

July 29, Hockenheim: Senna, in a McLaren Honda equipped with a higher-revving engine, wins the West German Grand Prix ahead of Italian Alessandro Nannini's Benetton-Ford. Austrian Gerhard Berger is third in the second McLaren and Senna returns to the top of the Drivers' Championship.

PE

Squaring up to the challenge of the 90's: the new ESPO Larrousse facility



(Alamy/Pascal Proulx)

July 10: Adrian Reynard (left) and Rick Gorne received the Queen's Award for Export Achievement. They plan a Formula One entry in 1992



"You can forget about motor racing. We'll have no more interest once the season ends."

That was the verdict at the morning conference of a British National Newspaper and I'll bet those sentiments were echoed in the boardrooms of other tabloids on the Monday after Silverstone. With the front and back pages carrying news of Nigel Mansell's impending retirement, such a pragmatic summary was inevitable.

You may be appalled that Grand Prix racing in general should receive such a bland dismissal simply because one man will no longer be a part of it, but that is the measure of Mansell's news value. Like him or loathe him, he has been instrumental in finding space for Grand Prix racing on the sports pages of the nation.

To use Fleet Street-speak, there's always a line when 'Our Nige' is about. Sometimes he sets out with the intention of providing a story: on other occasions, he becomes headline news thanks to a bout of either unconscious humour or unfettered emotion; you know, when Nigel begins with the phrase: "I don't want to say much - but what I will say is..." and words then tumble from his lips and the wide-eyed hacks, their notebooks catching fire, think it is Christmas Day.

Of course, you may be delighted that the interest of the tabloids will be on the wane from here on in. Personally, I'm very sad. By and large, Grand Prix racing in recent years has been well served by the purveyors of tits and bums. Whatever you may think, there's no getting away from the fact that the *Sun* sells more than 4 million copies every day. An alarming figure in some respects, but true nonetheless.

In fact, if you add this to the sales of the *Mirror*, the *Express*, the *Mail*, *Today* and the *Star*, the figure exceeds 12 million copies. Per day. And, according to the people who know about these things, each popular paper is read by an average of two and a half readers. Ignoring jokes about half-readers grappling with the *Sun* and the *Mirror*, that

ON THE OTHER HAND



THE MAURICE HAMILTON COLUMN

means a figure approaching 30 million who have been brought into intimate contact with Grand Prix racing, thanks largely to the exploits of a lad from Hall Green who wears a Union Jack crash helmet.

Agreed, there have been appalling cases of motor racing receiving the rough end of the journalistic stick over the years. I am thinking in particular of one newspaper's treatment of the terrible accident at Barcelona in 1975

when Rolf Stommelen's Lola flew over the barrier and killed four people standing in a prohibited area. This report, written by a man who was not there, spoke of 'human torches' and used other such sensational phrases when, at no point, had there been a fire of any description.

Then there was the reaction to Ronnie Peterson's death following his accident at Monza in 1978. The following day, a tabloid published a double-page spread in which they squeezed out every morbid detail - and more. To fill the space, they published a "Grim Gallery of Death" showing pictures of racing drivers who had been killed. The fact that their deaths, some of which had taken place more than 10 years before, had nothing to do with the freak circumstances of Peterson's actual demise was neither here nor there. Of course, tabloid editors will argue that this is their job.

Fortunately, in these safety-conscious times, we have not had to endure this aspect of national newspaper reporting. Indeed, the coverage in some quarters has been highly entertaining. I refer in particular to the writing of Stan Piecha in the *Sun* and, if Mansell's absence means that Stan will have to switch to boxing or fishing, then motor racing will be the poorer for that.

The breathless style of the *Sun* may not be everyone's cup of tea and Stan's penchant for putting his beloved 'top spin' on what would otherwise seem to be an average story may be a touch sensational, but the fact remains that he is a thorough professional in his particular field. Certainly, he goes to no end of trouble to make sure his facts are correct. What he does with those facts afterwards, of course, is quite literally another story but the point is that Piecha does not set out each weekend to do a hatchet job on Grand Prix racing. He aims to use hard facts to amuse and titivate, which is more than can be said for some of his predecessors. You may scoff at the simplistic wham-bam style - but have you ever tried writing in this manner? It is,

if you will excuse the expression, an art. I remember once being asked to provide the *Daily Mirror* with a preview piece on the RAC Rally in the days when I was struggling to find a foothold in journalism.

Grasping my chance, I wrote this splendid piece and was most indignant when it failed to appear in print the following day. Instead, they had picked up a story from a news agency about some driver's granny who would be motoring into the depths of Wales or somewhere with her Morris Minor 1000 to cheer her boy on.

I had heard this story and filed it as instantly forgettable, feeling instead that the *Daily Mirror* readers really needed to know that Pentti Airikkala's Escort would be running on a new tyre compound. How blinkered could I be?

"Stowe and Club have been consigned to history. No more will they be flat-out sweepers..."

It was like the story of the local newspaper reporter who was dispatched to an outlying village to cover the Women's Guild Meeting. When no report was forthcoming the following morning, the editor rang the journalist to be told that there was nothing to say because the meeting had been cancelled due to the hall having burned down earlier in the evening.

Or, on a larger scale, there was the journalist sent on a mission abroad. A minor earthquake meant the cancellation of whatever it was that had to be covered. Phoning the office in London to ask for a new assignment, he happened to mention the earthquake. The Foreign Editor exploded. "Earthquake? Earthquake? Why didn't you mention this before?" he shrieked. "Well," came the bemused reply, "there's not that many dead".

Of course, these things can work in reverse. Like Christopher Hilton's wonderful story about the cricket writer dispatched to cover a test match in Pakistan. A sudden outbreak of civil unrest in the city brought rioting, police baton charges, tear-gas, the lot. The reporter, caught off his guard by this unpleasantness, phoned in to seek some sympathy. There was immediate concern from the Sports Desk. "My



Silverstone will never be the same...

...without the Union Jack crash hat

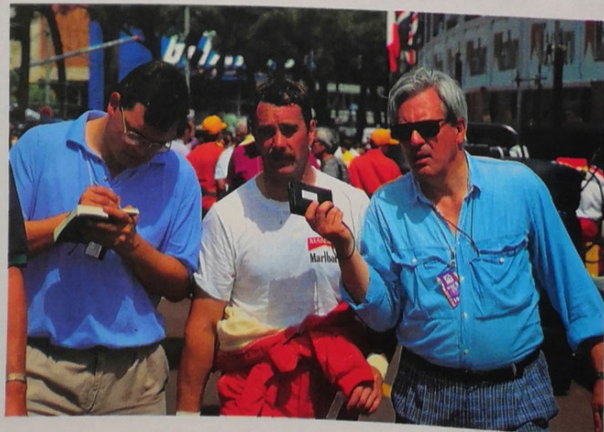


God," exclaimed a very British voice, "they're not on the wicket, are they?"

Some matters in sport are sacrosanct. A week after the British Grand Prix, we had the British Open golf Championship at St Andrews. I was interested to read that the Old Course, with more than 150 bunkers, has not changed since the year dot; indeed, has not been allowed to change. It was appropriate, therefore, that one of these deadly sand-pits is called Walkinshaw's Grave, a suitable name, I thought, bearing in mind the amount of digging which has been going on at Silverstone this past month.

Stowe and Club have been consigned to history. No more will they be flat-out sweepers thanks to the plans presented by Tom Walkinshaw, in his capacity as Chairman of Silverstone Circuits Ltd. I can see the need for a change of some sort given the inadequate run-off areas, but most of the drivers I talked to were sorry to see these corners go; sorry because there are very few such corners left now. Everywhere, it seems, second gear is the order of the day.

Mind you, Nigel Mansell was one of the few drivers in favour of the radical changes, and that seems



Catch me while you can...

strange in the light of the wonderful manner in which he attacked Stowe and Club during the Grand Prix weekend. At the time, of course, only Nigel knew that this would be his last British Grand Prix and perhaps that gave his performance the added impetus of a final curtain call.

A week later at St Andrews, Arnold Palmer played his last round in The Open. Aged 60, he was feeling the effects of mortality as birdies became bogeys simply through the inexorable loss of touch. Golf is in his blood, just as driving racing cars very quickly has been the motivating force behind Mansell all these years. How both men will cope with the withdrawal from centre stage remains to be seen. The difference, though, is that the newspapers will continue to give golf prominence thanks to the exploits of Nick Faldo and the British contingent.

The relationship between the sportswriters and golfers is quite different to that very fine professional line which is drawn between Grand Prix drivers and the hacks roaming around the paddocks of this world.

I'm told, for instance, that Jack Nicklaus is not necessarily all that he is cracked up to be in the Mr Nice Guy department. But do you get to read that? Do you heck. Golf writers seem to have a more cosy relationship; don't rock the boat, that sort of thing.

It's a different world, of course. At

The Open, for instance, 46 of the world's top 50 players were taking part. Given the fickle nature of the game, any one of them was a potential winner and the golf writers depend heavily on the overnight leader being prepared to give a blow-by-blow account of his round. Without that, they have no story. So don't rock the boat.

It was amusing, therefore, to see our friends on the tabloids indirectly having a go at Faldo. The trouble started when he was drawn to play

**"I'd rather have
sunbathed at a hotel
than go to the race
track. I shall not be
attending another
Grand Prix."**

the first round with Scott Hoch, the man who missed the easiest of putts to give Faldo the US Masters last year. Mr Hoch has not looked too kindly on Our Nick ever since.

The newspaper boys, suffering from post-World Cup withdrawal symptoms, were onto this quicker than you could say Ayrton and Alain. A mild quote from Hoch concerning Faldo's standing among the golfing professionals ended up with the

headline "We All Hate Nasty Nick". The subsequent round of golf was played in a chilly atmosphere which had nothing to do with the Scottish climate.

Of course, such a story did not affect Faldo's game and neither did it diminish his popularity. The same applies to Nigel Mansell's various exploits over the year - a subject I intend to reflect on in greater detail in this column at the end of the season - and he took the trouble to spend time on Saturday evening at Silverstone signing autographs.

The availability of Grand Prix drivers was a subject I had touched on in the July issue of *Prix Editions*. Deborah Hage then wrote to say she had gone to this year's Monaco Grand Prix in the belief that she could get autographs and see the cars in the pits. She came away very disillusioned. Deborah wrote: "Quite a few of the people I met were as disappointed as I was. For the amount of money I paid I'd rather have sunbathed at a hotel than go to the race track. I shall not be attending another Grand Prix."

And neither, from 1991 onwards, will a number of newspaper reporters. In both instances, it is a sad state of affairs but you have to say that Nigel Mansell has certainly done his best to keep everyone happy.

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Will Greg and Golf give Nigel his charge in future?



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1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE No. NINE



GERMANY

JULY 29 1990

THE size of the Ferraris' rear wings was but a part of the reason why Alain Prost failed to secure a fourth consecutive 1990 GP victory at Hockenheim, where a thrusting drive by Ayrton Senna saw the Brazilian exploit to the nth degree the low-rev punch of Honda's RA 100E V10.

The size of those wings — they would not have been out of place on a car at Indianapolis, so small were they — allied to incorrect top gears saw that both Prost and Mansell regularly sat their screaming V12s on the rev limiters. Ferrari had dropped a ball in the weeds.

The chances of an Italian victory had already begun to erode in testing the previous week, when single-handed Prost had experienced three failures of the 'qualifying' 037 engines. When they were working, as had also been the case in Le Castellet and Silverstone, they were almost a match for the Hondas, but with reliability so suspect there was no way they could be used for the race. Add to that the fact that Honda had brought along version

David Tremayne

four of the V10, with higher revs and a mite more power, and the balance began to swing back in the Anglo-Japanese team's favour at the fast track with its point-and-squirt chicanes.

Two hyper-slick pit stops for Senna (6.2s) and Berger (6.8s) and a disaster for Prost (14.9s) meant the issue was settled once and for all anyway, but by the time the Frenchman and the Austrian took the inevitable decision that, after all, they would have to stop for fresh Goodyear Cs, the writing was on the wall: the Ferraris just weren't quick enough this weekend.

Senna, who had crushed Ferrari in qualifying with a 47th pole-winning lap a whole second and a half better than Prost, had already built a 2.4s lead over Gerhard, who was some four seconds ahead of Alain when the two of them pitted on lap 16. When he came in a lap later, Ayrton had 15s in hand and

looked for all the world like an easy winner. The tyres that came off his MP4/5B looked like new; Berger's were in ruins. That told the one story that really mattered. These days in F1 the man in front has the advantage; the man behind has the turbulence and the tyre-killing understeer.

And yet, Hockenheim was not to be a story solely about McLaren and Ferrari. Williams Renault has fallen off the pace badly since Imola (Patrese's Mexican qualifying performance apart), but since Canada Benetton has steadily been improving. The B190 chassis looks good, and some hard work by Cosworth had seen another four of the Ford HB Series IV V8s readied since Silverstone. In Britain, since there were only two, they had been used in the race. Now they could be used in qualifying too, and Nelson Piquet's pace in testing had suggested the Whitney team had a strong outside chance.

Nelson screwed up by locking up going into the second chicane on lap 11, when he was running sixth

behind the McLaren and Ferraris, and Patrese. Thereafter, however, Sandro Nannini took up the cudgels for Benetton, and damned nearly bludgeoned Senna with them.

In Mexico Williams had chosen the harder compound Goodyear Bs, and had suffered. In France, Leyton House had used them to brilliant effect. In Germany it was Benetton's turn, and as Senna accelerated back into the fray after his stop, it became a race between pit lane and pit straight.

"I saw the blue flag being waved at me," he said, "and as I got back on to the track Nannini came past me."

It was touch and go down to the first chicane as the McLaren so nearly got back in front, but Sandro was on well warmed tyres approaching their prime; Ayrton

In the cockpit of car 19 Nannini was having mixed emotions.

was on tyres that, though pre-heated, were clearly not up to full temperature. Had he managed to pull ahead a dull race would have become a terrible procession. Instead, it received a 16-lap stay of execution.

In the cockpit of car 19 Nannini was having mixed emotions. After a period of estrangement he was beginning to move back into contention for a fresh contract with Benetton, but a sizeable accident in the third chicane on Friday, which destroyed another chassis after he'd spun and backed it into the wall at speed, tended to militate against such a chance. It was thus a nervous Italian who had come to the line well aware that much hung on a good race.

After passing Piquet during the latter's chicane excursion, Sandro then nabbed second place from Patrese on lap 18, just in time to prevent the Italian taking the lead during Senna's stop.

It was easy to fall into the trap of expecting Ayrton to blow by the Benetton, but after a couple of laps in its slipstream he actually dropped back. Now as a cynic I can't help but feel that at the German GP stage of the season Ayrton would grab any chance (particularly as he

Nannini and Benetton put life into the heart of a dull race.





Mansell's difficult weekend ended early — too early?

is still negotiating with Ron Dennis) to stress his dissatisfaction with McLaren's technical state, and thus his remarks about the Benetton have to be tempered by such considerations. Nevertheless, they were interesting.

"The car was very good in the corners, but also very strong on the straight. Whenever I got too close my airbox seemed to get blocked so the engine lost a little power, so I couldn't quite get past," admitted the Brazilian.

Indeed, for lap after lap it seemed as if the McLaren was stymied, and Nannini did a very good job of holding on to the lead. Senna might well have been able to run faster had he been in front, but in the green car's turbulence there seemed little he could do. It was mighty encouraging for a team that really

does seem to have made some serious progress this year.

The bubble burst on lap 34, when Ayrton got a really good run at Sandro coming out of the second chicane and, despite the Italian's efforts to shake him from his tow, just managed to scrape ahead in to the third. From then on it was all over bar the top three's determination to minimise post-race questions. Senna won as he pleased, thus breaking Prost's run, equalising the 1990 score four all, and drawing level with Juan-Manuel Fangio's 24 GP victories.

Nannini looked to be in little trouble from Berger, who complained afterwards that his engine had been poor — I wonder if Mr Osamu Goto (who, incidentally, has never come back to me after his 1989 German GP lecture on Alain

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. NINE

GERMANY

Prost's shortcomings as a driver of normally aspirated F1 cars) thought of that? The Austrian must have been wondering if he would ever win a race in a McLaren, but came close to catching the Benetton in the final stages when, the team said, it had damaged an exhaust. It certainly sounded that way, but Nannini had already let the cat out of the bag before the team made its statement, by admitting that his oil temperature had been rising worryingly. With Piquet retiring on lap 24 with a broken HB, it gave both Benetton and Cosworth a bitter-sweet afternoon.

After hitting his rev limiter so often during the latter part of the race Prost elected to ease off in case he caused any lasting damage, and was nearly caught by Patrese on the line for fourth after Riccardo had driven the wheels off his difficult FW13B. Boutsen, meanwhile, after dropping back in an earlier dusty moment coming into the stadium

It was just another unhappy chapter in Mansell's 1990 book of disaster

on lap three, tried to eke out his original set of Cs before realising it wouldn't work, and thus pitted far too late. He set fastest lap in his recovery, which took him past Ivan Capelli's well-driven Leyton House in the closing states and home to the final point.

And Mansell? The Briton had a difficult weekend, getting baulked out of a possible third slot on the grid by Berger on Saturday afternoon. He was right with Prost when he understeered wide at the second chicane on lap 15, and damaged the underside of his Ferrari. At the end of the lap he crawled straight into his pit garage and departed, but team insiders were far from convinced that the damage had been serious enough to warrant retirement. It was just

another unhappy chapter in his 1990 book of disaster.

Perhaps the greatest drama in a dull spectacle had come at the start. The Brabhams had been in trouble with their gearboxes and new clutches all weekend, and as Modena was slow away and Brabham himself dodged round him, Pirro in the sole Dallara clipped the BT59 and spun backwards into the pit wall. His left rear wheel was torn off and Alliot was momentarily hemmed in in his Ligier before the marshals saw him on his way.

For a while it looked as if Pirro was in trouble, as Prof Watkins attended him as he still sat in the cockpit. Yellow flags were waved frantically along the pit straight as the Roman was treated for whiplash and a nasty crack on the head where his helmet hit the rollover hoop's fairing, but fortunately he was otherwise unharmed.

For the rest the German GP was equally forgettable. Lotus struggled all weekend with a chassis that lacks torsional rigidity. It lost Martin Donnelly with an exploded clutch on lap two (just as it seemed due to lose Camel sponsorship at the end of the season), and the Ulsterman was less than delighted at the prospect of a two-mile walk home. Dear old Derek Warwick, for once miffed by all his ill fortune, drove his heart out and finally had some reward with eighth place in Capelli's wake, unable to capitalise on the CG901's loss of fourth gear or the fact that it had broken a valve spring.

Caffi and Larini survived for ninth and tenth to give some measure of satisfaction to Arrows after Alboreto had retired early with a fading engine, and Ligier, for whom Alliot was eventually disqualified after 13 laps. In the start-line mix-up the marshals had not only managed to undo his belts while pushing the JS33B, but also to press the ignition kill switch. It was for his push-start that Philippe was booted out. After two big spins on his birthday, Saturday, it was all he needed.

"Surely there should be some exemption when there is *force majeure* like that?" he protested with impeccable logic.

The Larrousse Lolas looked set for eighth and ninth behind Capelli right up until Suzuki's quit with a blown clutch on lap 33, and then three laps later Bernard's rolled to a halt on the entry to the stadium when the fuel pressure zeroed.



Ups and downs as Pirro (above) gets ready ... for a quick and painful finish.



For once Alesi seemed to lose his way: too much talk, not enough drive.



Engine failures accounted for Nakajima, Martini, Gugelmin and Brabham, while Foitek spun into the Sachskurve gravel on lap 20 when being passed by Monteverdi team-mate JJ Lehto as the Finn unlapped himself. JJ had stopped earlier for a replacement spark box, and later bent a track rod arm by bashing a chicane kerb. In the closing stages he also began to shed his rear bodywork, but at least he managed to finish at last, and had been mightily relieved in qualifying to discover the reason for his relative lack of pace since Montreal. Somebody had put the differential in the wrong way round...

Perhaps the most controversial figure all weekend was Jean Alesi, who had called an ill-advised press conference in qualifying to chastise the press for speculating about his future, and thus taking the edge off his driving. The speculation, of course, had nothing to do with the number of teams to which he had been talking. The Tyrrell was a mighty struggle at Hockenheim as he had known it would be, and he eventually retired with a broken cv joint when lying an unhappy tenth. Along the way he'd overshot his pit during his tyre stop and had to go round again. Maybe he was confused on entering the pit lane and couldn't decide whether to stop at Ferrari, Williams or Tyrrell...

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FROM THE COCKPIT

"THE first time I drove at Hockenheim was in 1981 in the Alfa Sud series and I liked the circuit straightaway. I drove a lot in Germany in my early career and I still like it just as much. It has a great atmosphere in the stadium section and some really fast straights.

"It is also a little bit like a home Grand Prix for me because the language is the same for me and we don't have any Grand Prix any more in Austria. That's why I feel Germany and Hungary are both like home Grands Prix for me."

For Gerhard, the German race also means a busy weekend with a hectic round of engagements in the paddock and in Heidelberg in the evenings, including the annual Boss dinner party on the night before the race when he made a brief appearance before leaving for an early night.

That, of course, came after two days of qualifying in the high temperatures at the long wooded circuit for the former Ferrari driver.

"Friday was quite a good day for me and I had quite a good second lap, but Martin Donnelly was in the way and that destroyed my lap just two corners before the end. If it hadn't been for that I would have had an even better lap. But I was happy and it was okay for me.

"I had a sticking throttle a couple of times on my second run too and a

"It hurt me a bit not to have a chance to go for pole"

bit of understeer. On my first run, I tried to make room for Donnelly coming into the stadium, but I think he was a bit nervous and he went off on the outside.

He might have been paying me back later! On Saturday, it hurt me a bit not to have a chance to go for



Gerhard Berger arrived in Hockenheim searching for his first win since joining McLaren and his first since triumphing for Ferrari at Estoril in 1989. He and his Honda-powered team-mate Ayrton Senna were also determined to end Alain Prost's treble of Ferrari triumphs. Timothy Collings reports



pole because we made a decision to work on our race settings. It was the right decision to do that for the team.

"We worked on full tanks all day and did not try qualifiers. Of course, it was a worthwhile exercise, but it was a shame for me.

"We learned a little bit and that always helps. I had one little incident when Mansell was on a flying lap late in the session and I didn't see him. It was as simple as that and I had no problems with him about that.

"The chassis felt much better all this weekend and it has been getting better all the way through the season for me. More and more comfortable and I am sure we will be very competitive for the rest of the year. I certainly hope so.

"In the race, I found the Ferraris were just behind me and I had to push hard which I did not want to do. I wanted to take it easy for the tyres — we chose to use the softer-compound C tyres and I wanted to conserve them, but with the Ferrari right behind me, I couldn't.

"My engine did not feel very strong and I couldn't use the slipstream. I wanted to overtake Ayrton on the straight, but even with the slipstream I couldn't manage it.

"Then I decided to make an early pit stop because I had some understeer because my tyres were worn. I wanted to see what I could do in the second half of the race. After the pit stop I came out and I was behind Nelson Piquet's Benetton but I could not get past him. I could not find any way.

"I did not have the best engine so it was quite difficult. He always pulled away from me on the straight. So I decided just to try and drive consistently and conserve the engine.

"The car was not too bad but it did have a little bit too much understeer and that with the engine... I was quite happy, all in all, to finish with third place."

AT THE TRACKSIDE

Mansell adamant about quitting

Nigel Mansell, looking more relaxed than ever, stressed he was adamant about retiring at the end of the season. "Changing my mind?" he said. "You know me better than that. I've been working hard at my golf and enjoying being with my family and they are going to be my two priorities in the future." Mansell said he was keen to enter another professional golf tournament, but made it clear he would be giving nothing less than his best for Ferrari in the second half of the season. He also revealed that during the British Grand Prix, where he announced his retirement, his Ferrari semi-automatic gearbox had changed gear 17 times on the Hangar Straight on one lap alone, instead of the usual three changes. "We've been having a laugh about it in the pit just now," he said. "But I can tell you it was not very funny at the time."

Lotus not for sale, says Chapman

Clive Chapman, Camel Team Lotus commercial manager and son of founder Colin Chapman, strongly denied stories that the Norfolk-based team was poised to be sold to a consortium. "We are not selling the team, Lotus will be racing next year and our aim is to win races and get back to the top again," said Chapman when asked about mounting speculation that Camel were ready to end their sponsorship, leaving the team and Chapman family in an insecure future. Chapman also suggested that there would be more definite news about the future of Lotus during August.

Alesi admits to uncertainty over future

Jean Alesi called a chaotic news conference after qualifying on Friday to announce that he did not know what he was doing in 1991. Ken Tyrrell, sitting beside him, stressed all the merits of staying on

with Tyrrell for the arrival of the Honda engines, but virtually admitted that contracts are made to be broken. It was a strange exhibition and, by some distance, the most confusing press briefing of the season. Alesi, who spoke softly and only in French against the background noise supplied by the Formula 3000 qualifying, admitted he had spoken to "all the teams" including McLaren, but did not know what to do. "Thank you," said one journalist afterwards. "Now we know much less than we did before."



Capelli to Ferrari for 1991?

Rumours that Ferrari were poised to sign Ivan Capelli for 1991 if they failed to lure Jean Alesi away from Tyrrell were news to the Italian when he spoke to Prix Editions on Saturday evening. "I have not been contacted by Ferrari at all," he said. "It would be very nice if they did want me — but I wish they would hurry up... I think all the teams in the pit lane want me after the last couple of races."

Formula One heavyweights

At the annual mid-season weigh-in the EuroBrun pilots turned out to be the heaviest and the lightest.

Claudio Langes proved the Formula One heavyweight, weighing in at 87 kgs, while Roberto Moreno made just 57 kgs. For the record Prost and Mansell were 63 kgs and 79 kgs respectively. Surprisingly McLaren drivers Ayrton Senna (70 kgs) and Gerhard Berger (73 kgs) were similar weights despite their height difference.



Osella changes

Osella's new factory at Bergamo, in Italy, built by sponsor Fondmetal, is due for completion in December and will contain high tech facilities such as a composite workshop. They are also close to completing an exclusive agreement for use of a wind tunnel and are searching for a chief designer. Osella are waiting in the wings hoping to get Lamborghini engines should Lamborghini's current line-up at GLAS, Lotus & Lamborghini alter.

New Australian circuit

Work on Sydney's Eastern Creek raceway is due to be completed before the end of this year and the circuit has an agreement to hold the first Group C race of 1991 in March. A four-man consortium are spending US\$15 million on the 3.93 km track and its facilities, including 50 pit garages which are said to have FIA approval. The circuit will have a capacity of 150,000 and is close to the four million population in Sydney. Lap speeds are expected to average around 175 km/h and the circuit held its first race (motorbikes) — in the presence of 18,000 in mid-July.

Coloni

Coloni announced in Hockenheim that they would be powered by Cosworth DFR engines after the withdrawal of Subaru. The engine swap didn't do the team much good as Bertrand Gachot failed to pre-qualify but the team had some consolation in the continued support of Goodyear (tyres), Marlboro and several other of their key sponsors.

Compiled by Timothy Collings and Byron Young.

1990 FORMULA ONE GRAND PRIX RACE No. NINE

HOCKENHEIM GERMANY

29 JULY 1990

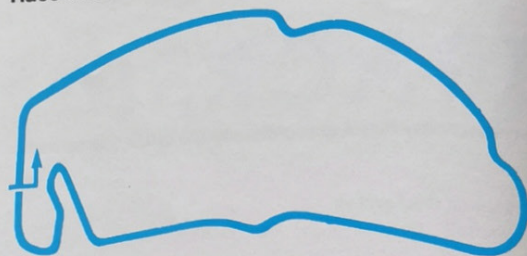
DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	48
2	Alain Prost	44
3	Gerhard Berger	29
4	Thierry Boutsen	18
	Nelson Piquet	18
6	Jean Alesi	13
	Nigel Mansell	13
	Alessandro Nannini	13
9	Riccardo Patrese	12
10	Ivan Capelli	6
11	Eric Bernard	4
12	Alex Caffi	2
	Stefano Modena	2
14	Satoru Nakajima	1
	Aguri Suzuki	1
	Derek Warwick	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	77
2	Ferrari	57
3	Benetton	31
4	Williams	30
5	Tyrrell	14
6	Leyton House	6
7	Larrousse	5
8	Arrows	2
	Brabham	2
10	Lotus	1

Circuit length: 4.223 miles/6.797 km
Race distance: 45 laps (190.201 miles/306.090 km)



OFFICIAL STARTING GRID

Ayrton Senna McLaren-Honda MP4/5	1.40.198	27	28	Gerhard Berger McLaren-Honda MP4/5	1.40.434
Alain Prost Ferrari 641	1.41.732	1	2	Nigel Mansell Ferrari 641	1.42.057
Riccardo Patrese Williams-Renault FW138	1.42.195	6	5	Thierry Boutsen Williams-Renault FW138	1.42.380
Nelson Piquet Benetton-Ford B190	1.42.872	20	4	Jean Alesi Tyrrell-Ford 019	1.43.255
Alessandro Nannini Benetton-Ford B190	1.43.594	19	16	Ivan Capelli Leyton House-Judd CG901	1.44.349
Aguri Suzuki Larrousse-Lamborghini 90	1.44.363	30	29	Eric Bernard Larrousse-Lamborghini 90	1.44.496
Satoru Nakajima Tyrrell-Ford 019	1.44.650	3	15	Mauricio Gugelmin Leyton House-Judd CG901	1.45.193
Pierluigi Martini Minardi-Ford M190	1.45.237	23	11	Derek Warwick Lotus-Lamborghini 102	1.45.244
Stefano Modena Brabham-Judd BT59	1.45.547	8	10	Alex Caffi Arrows-Ford A11	1.45.604
Michele Alboreto Arrows-Ford A11	1.45.755	9	12	Martin Donnelly Lotus-Lamborghini 102	1.45.790
David Brabham Brabham-Judd BT59	1.46.110	7	25	Nicola Larini Ligier-Ford JS33	1.46.187
Emanuele Pirro Dallara-Ford BMS190	1.46.506	21	26	Philippe Alliot Ligier-Ford JS33	1.46.596
J.J. Lehto Monteverdi-Ford ORE-1	1.46.857	36	35	Gregor Foitek Monteverdi-Ford ORE-1	1.47.209

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	A. Senna	27	Bra	McLaren-Honda (G)	45	1:20.47.164
2	A. Nannini	19	Ita	Benetton-Ford (G)	45	1:20.53.684
3	G. Berger	28	Aut	McLaren-Honda (G)	45	1:20.55.717
4	A. Prost	1	Fra	Ferrari (G)	45	1:21.32.434
5	R. Patrese	6	Ita	Williams-Renault (G)	45	1:21.35.192
6	T. Boutsen	5	Bel	Williams-Renault (G)	45	1:22.08.655
7	I. Capelli	16	Ita	Leyton House-Judd (G)	44	
8	D. Warwick	11	GB	Lotus-Lamborghini (G)	44	
9	A. Caffi	10	Ita	Arrows-Ford (G)	44	
10	N. Larini	25	Ita	Ligier-Ford (G)	43	
11	J. Alesi	4	Fra	Tyrrell-Ford (P)	40	
R	J. Lehto	36	Fin	Monteverdi-Ford (G)	39	Ignition
R	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	35	Fuel pressure
R	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	33	Clutch
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	24	Engine
R	N. Piquet	20	Bra	Benetton-Ford (G)	23	Engine
R	P. Martini	23	Ita	Minardi-Ford (P)	20	Valve
R	G. Foitek	35	Swi	Monteverdi-Ford (G)	19	Spun
R	N. Mansell	2	GB	Ferrari (G)	15	Undertray & endplate damage
R	M. Gugelmin	15	Bra	Leyton House-Judd (G)	12	Stone in engine
R	D. Brabham	7	Aus	Brabham-Judd (P)	12	Engine
R	M. Alboreto	9	Ita	Arrows-Ford (G)	10	Engine
R	M. Donnelly	12	GB	Lotus-Lamborghini (G)	1	Clutch
R	E. Pirro	21	Ita	Dallara-Ford (P)	0	Accident
R	S. Modena	8	Ita	Brabham-Judd (P)	0	Clutch
	P. Alliot	26	Fra	Ligier-Ford (G)		Disqualified for push start



Ligier times pre-qualifying to perfection.

Fastest Lap: T. Boutsen (5) Lap 31
1.45.602, 144.089 mph/231.882 km/h
(G) = Goodyear tyres. (P) = Pirelli tyres.

FASTEST LAPS

27. 1.45.711	30. 1.49.128
19. 1.46.146	3. 1.49.896
28. 1.46.098	20. 1.46.949
1. 1.46.839	23. 1.51.326
6. 1.46.891	35. 1.51.456
5. 1.45.602	2. 1.47.268
16. 1.48.799	15. 1.50.255
11. 1.48.547	7. 1.52.018
10. 1.49.054	9. 1.52.041
25. 1.48.502	12. 2.07.152
4. 1.48.421	
36. 1.50.173	
29. 1.49.071	

- 47th pole and 24th victory (equals Fangio) for Senna.
- Nannini's best finish of 1990.
- Senna's hat-trick at Hockenheim.
- First fastest race lap of Thierry Boutsen's career.
- Next round: Hungarian GP, Budapest, August 12th.

NON QUALIFIERS

No.	Name	Car	Time
14	O. Grouillard	Osella-Ford	1.47.429
24	P. Barilla	Minardi-Ford	1.47.747
18	Y. Dalmás	AGS-Ford	1.47.789
22	A. De Cesaris	Dallara-Ford	1.48.032

- Grouillard's Osella had engine failure.
- Dalmás complained of lack of balance on the AGS.
- Gearbox problems for De Cesaris (Dallara).

PREQUALIFYING

No.	Name	Car	Time
26	P. Alliot	Ligier-Ford	1.45.513
25	N. Larini	Ligier-Ford	1.46.186
14	O. Grouillard	Osella-Ford	1.46.828
18	Y. Dalmás	AGS-Ford	1.47.125
17	G. Tarquini	AGS-Ford	1.48.127
33	R. Moreno	EuroBrun-Judd	1.48.983
31	B. Gachot	Coloni-Ford	1.50.460
34	C. Langes	EuroBrun-Judd	1.50.897
39	B. Giacomelli	Life	2.10.786

- Gabriele Tarquini's AGS was jumping out of gear.
- Bruno Giacomelli (Life) had the usual problem — engine.
- First time in 1990 Ligier has had to survive the Friday morning torture.

Bird's-eye view.



1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE No. TEN



Pole to Parc Ferme: Williams all the way.

HUNGARY

AUGUST 12 1990

ONE way or another, the Hungarian Grand Prix was all about Williams. Before the first wheel had even turned, the paddock was awash with the two most popular rumours: Senna to Williams, Mansell out of retirement and off to McLaren in his place.

Of course, any kind of confirmation of either suggestion was as rare as a virgin in a brothel, reactions from the parties concerned ranging from feigned disinterest to self righteousness. "All I've talked to Senna about recently is aeroplanes," said Frank Williams with what he thought to be glib wit. "How many he can buy with his Williams contract," muttered a team insider. "I have not talked at all to Nigel Mansell, nor will I talk to any other driver until Ayrton has given me a firm answer one way or the other," said Ron Dennis.

It passed the time away, and even conjured up hope for a dramatic 1991 season: Senna in an FW14, Prost in a Ferrari F1/91, Mansell in a V12 McLaren MP4/6. Dreams come

David Tremayne

easy with a glass of Hungarian red in the Elf motorhome on a sunny Friday.

When qualifying had ended the story was still about Williams, in an eerie kind of *déjà vu* that was precisely what the Didcot team needed after its recent disappointing showings. In this race last year Riccardo Patrese had taken a dramatic pole and then led under intense pressure until his Renault engine succumbed to a stone piercing a water radiator. When the Italian planted his FW13B alongside Boutsen's, the prospects indeed looked rosy.

Neither Berger, fastest on Friday afternoon, nor Senna, then a troubled eighth but fourth on the grid after improvement during his first Saturday qualifying run, could do anything about the fleet Canon-backed cars. Indeed, both had ma-

jor oversteer in the right-hander at the base of the hill after the pits, and both slid off in the fast chicane trying to win back a front row position. From struggling with understeer and generally poor poise all through Friday, Patrick Head's cars had suddenly found their rhythm.

Boutsen it was who won the drag race down to turn one, the only place where overtaking is truly practicable at the twisty Hungaroring, but though Patrese was alongside him almost to the braking area, Berger's lunge for the outside won him second and established that the Belgian would have to live on his nerves for the next 47 laps in a high-speed game of follow my leader. Patrese, in turn, would pressure the Austrian, with Mansell and Sandro Nannini also playing tag. It was 1989 all over again, and again we knew that, while the opening half might be a predictable stalemate (all things being equal), the race should come alive in the closing stages. And that is precisely how it all turned out.

Their cars ate their Goodyears.

Of the Big Four, Williams had made the most progress in Hungary, but for Ferrari and Benetton things had been less fruitful in qualifying as their cars ate their Goodyears. Mansell couldn't start higher than fifth (nevertheless a much better slot than his 12th in 1989), while Prost was trapped on the outside of row four, unable to get his F1/90 going on the new construction and compound Goodyear E qualifiers.

Interestingly, both Mansell and Berger outqualified their smoother team-mates, suggesting perhaps that the Hungaroring demands not so much featherlight precision as an aggressive throw-the-car-in approach

to get the best from its rubber. With little inherent grip in the surface itself, it has always been a circuit that presents some formidable set-up problems.

Senna's start had been poor as he was obliged to back off in turn one to avoid hitting Mansell, and then had the opportunist Alesi snatch fifth place by grabbing the small inside gap going into turn two. The Frenchman had been in scintillating form in the Tyrrell as he topped Friday morning's timesheets, and though he lost relative pace as the weekend progressed, his sixth grid slot was as much a testimony to his aggression as it was the Tyrrell's handling, the power Brian Hart has squeezed from the Cosworth DFR, and the legendary grip of Pirelli's qualifiers.

Raceday was to be adventurous

Take 1: Senna nears the point of no return — for Nannini, that is.



for him, however, following two morning warm-up mishaps. For the first 20 laps he held Senna at bay brilliantly until the Brazilian finally got a good enough run at him to sneak by into turn one, and though Nannini soon followed suit, Jean nonetheless kept the 019 in play until yielding to the inevitable horsepower advantage of Piquet's Benetton and Prost's Ferrari. Sadly, a tangle with Martini led to retirement for both and a lengthy public debate between the two. Piero had been slow all weekend as Minardi struggled for performance, and had earlier held a train of 10 cars — Pirro, Nakajima, Capelli, Donnelly, Gugelmin, Suzuki, Modena, Caffi, Alboreto and Larini — at bay for some 18 hectic laps before Ivan finally found a way to the front of the queue and then pulled away. Martini had then stopped for tyres before rebuffing a rather opportunist move by Alesi in the final hairpin before the pit straight. "I'd been following him for some time, unable to overtake, and his tyres were throwing up rubber which was beginning to stick to mine and upset the handling," said Jean. "I had to try it."

With Nakajima already going off on lap 10 with a minor braking problem, and then exacerbating things by wiping off the rear wing trying to spin-turn out of the gravel, Tyrrell's Hungarian weekend ended with disappointment on a circuit where Uncle Ken had harboured high hopes. The lack of development on the 019, as all the technical effort is focussed on the 020, was never more apparent.

As things settled into a pattern by half distance, Boutsen still led, followed by his three ardent pursuers, but Senna's challenge had received a setback in the form of another stone-induced puncture which milled out part of the wheel rim. This time he made it back to the pits for fresh Cs on lap 22, and thereafter he really began one of his fearsome charges that had him back with the leading quartet by lap 50. By then Prost had gone, the victim of sudden drive loss on lap 37 which pitched him into the wall at the start of the pit straight. It was his first retirement since Monaco, and made all the worse by the fact that he believed he had kept his tyres in perfect condition ready for an all-important charge in the closing stages.

Then it was Berger's turn for trouble as he pitted for new tyres on



Does loss of drive leave Alain with a lack of drive for the title?

McLaren with Honda grunt and fresher Goodyears, whereas Thierry was by now really struggling, not only with the parlous state of his tyres, but also with some serious worrying vibrations. It seemed only a matter of time before Ayrton would be celebrating equalling Jim Clark and Niki Lauda's record of 25 GP wins. And yet Boutsen was driving with absolute precision despite understeer and spongy brakes, and when he slammed the door on Senna's final turn one lunge at the start of lap 77, he had it

The demise of Nannini, Berger and Mansell promoted a surprised but grateful Piquet to third.

in the bag. It had been his first pole, his first front row start even, and now it was his first GP win on a dry road. It had been achieved in style and under intense pressure, and they don't come any harder.

The demise of Nannini, Berger and Mansell promoted a surprised but grateful Piquet to third, the Brazilian coping with a major throttle problem that made his Series IV Ford's power very much on or off with no sensitivity in between, while the gallant Patrese recovered from his stop for fourth.

Fifth was a nice result for Derek Warwick, who drove his heart out all weekend in a Lotus that was markedly more predictable than it

Take 2: Berger's copycat move on Mansell would draw the claws from both.



1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP
RACE NO. TEN

HUNGARY

was in Silverstone or Hockenheim, and despite losing braking power halfway through, Delboy was able to keep well ahead of Eric Bernard's stylishly driven Lola, which was also having trouble with retardation after half distance.

Had he not been trapped for so long behind Martini and Pirro, and then dirtied his first set of Goodyear Ds by politely going off line to let the leaders by, Donnelly might well have taken his first point from Bernard, but was still content to have caught and passed Mauricio Gugelmin's strongly driven Leyton House which had survived a brief turn one spin on lap 30 when a long brake pedal caught the Brazilian out. Team-mate Capelli finally broke his gearbox after third began jumping out of engagement, while of the monster queue Caffi, Pirro, Larini and Alboreto (the latter trio stopping for tyres) annexed positions nine to 12. Suzuki dropped out with a down on power engine which eventually quit on lap 37, and Stefano Modena joined the initially fleet Andrea de Cesaris



Copybook stuff: Boutsen beat back the pressure on and off the track.

(seventh on the opening lap and a top 10 runner until the eighth) on the retirement list, both with blown tyres.

In only his second race of the year Gabriele Tarquini found himself fatigued but delighted to bring the AGS home 13th ahead of Alliot, who pitted for a new nose on the opening lap, and again later for fresh tyres, and Paolo Barilla was the last runner at the finish in a sluggish 15th.

As Thierry Boutsen crossed the

finish line, Ayrton Senna was a scant 0.288s behind, happy with his six points and the 10 point advantage it gave him in the championship chase. "I never remembered in the past two years being 10 points ahead at this stage of the season," he said reflectively. "It is a totally different championship this year, and we are driving different cars. I thought Ferrari would be very strong here, but this is a beautiful result for me."

He left Budapest thinking of

McLaren's aerodynamic improvements that he would be testing at Monza only days later, of the way in which the handling problem of Le Castellet and Silverstone had been chased a little further down the road. And he thought, too, of how well he could expect his McLaren Honda to go at Spa and Monza.

But perhaps most of all, he wondered even more about 1991, about his choice of team, about the day's winner. About Williams.

Tiger tactics cost Alesi dear.



Some reward for lionheart Warwick in a tough weekend for Lotus.



1990 FORMULA ONE GRAND
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RACE NO. TEN

HUNGARY

"I like the Hungaroring circuit and I like the city of Budapest. It is quite an old city and it is very nice. And I like the circuit because I think it is not too bad at all. It is safe with good run-off areas and it is not too dangerous. It is well-designed and all the facilities are quite good. Unfortunately, it proved not to be too well-suited to the Brabhams.



(Allsport/Pascal Bonifassi)

We have had a few problems with the new car with new gearbox and the new suspension and we have not managed to test very much.

"Everyone thought the Pirellis would work well here and mostly they did, but in our case it was the car which was not working properly.

"This was clear on Friday. I didn't have any particular incidents and I tried both cars — the race car and the T-car. We had a few problems with the gearbox and with the handling and we were not able to cure it at all.

"In the afternoon, we managed to do a reasonable time, but not a fantastic one, but we did it with the new car. The thing was that we couldn't find any difference between using race tyres and qualifiers.

Stefano Modena flew to Budapest hoping to end a barren run without a point since the season-opening United States Grand Prix in Phoenix when he finished fifth. Timothy Collings reports.

felt pretty quick. I think I could have gone faster, but I hit traffic again.

"Really, all the problems we had were caused by the fact that we just had not had time to develop the new gearbox at all. Tyre choice for the race was always going to be important, but in the end it was my engine which let me down. I got quite a good start and I was using the old car with the old longitudinal gearbox and I felt quite happy. I was shadowing Donnelly until I had a spin. This was a problem, but I kept the engine in and restarted without any real trouble, but, of course, it dropped me down a few places.

"The car felt all right at this time and the brakes were good and the tyres were fine. But I felt I just couldn't stay with the others and then, at the midway stage, the engine blew over the start-finish line and that was it.

"I always knew it was going to be a tough race for us and for me. It is always hard for both drivers and cars, but we were never really in the right shape to make an impression.

"Also, I never felt we were well prepared for the circuit, but, as I said, this was down to not having done enough real work developing the new transverse gearbox and suspension. Now I am looking forward to the next race and another chance to get a good result."



(Allsport/Pascal Bonifassi)

FROM THE COCKPIT

AT THE TRACKSIDE

1990 FORMULA ONE GRAND
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RACE NO. TEN

HUNGARY

Lotus deserted

In Hungary came the expected announcement that R J Reynolds Tobacco (Camel) were to end their four-year, largely unsuccessful sponsorship of the Lotus team at the end of 1990. They will start two separate associations with Benetton and Williams, both for an initial two year period, in 1991, as principal sponsors of Benetton and associate sponsors on both the Williams cars and drivers' overalls, replacing Barclay. At the same time W. Duncan Lee, Reynolds' sponsorship director, described the new Jordan Grand Prix team's chances of securing Camel backing next year as 'very remote', despite Jordan's having won the F3000 Championship in the yellow-and-blue Camel colours.

Lotus look to Collins

Responding to the Camel blow, Lotus said former Benetton team manager, Australian Peter Collins, and Lotus Engineering Managing Director Peter Wright would rejoin Team Lotus as marketing consultants. Both men served under Colin Chapman at Lotus in the late 70s. They face an uphill struggle to bring together next year's budgets, with Lamborghini thought to require US\$7 million in return for engines for 1991. To become another Ford customer would cost the Norfolk stable around US\$6 million, but a switch of engines at this stage would mean the new Lotus car would not be ready for the start of the new season.

Mansell and Dennis deny reports

Nigel Mansell and Ron Dennis both denied reports that the British driver had been approached by Honda Marlboro McLaren for 1991. One report suggested Mansell, who has said he will retire at the end of the year, had given his tacit approval to considering a return with the Woking-based team if the package and circumstances were right and if Ayrton Senna did not stay on.

Dennis, however, told a Marlboro press conference on the eve of the Hungarian Grand Prix that he could 'categorically state' he had not talked to Mansell 'or any other driver' about joining McLaren. Mansell himself said 'nothing had changed' since Silverstone when he made his retirement announcement, but this did little to satisfy the cynics whose curiosity was further aroused by the early arrival at the Hungaroring of Marlboro marketing chief John Hogan and events on Saturday when Gianni Agnelli made a flying visit which included a lengthy tete-a-tete with Mansell.



(Allsport/Pascal Bonifassi)

Goodyear, good year?

Responding to the growing competitiveness of the Pirelli-shod runners, Goodyear came up with two new types of qualifying tyre in Budapest. They produced fronts and rears to their original construction but with a new compound, as well as an all-new front set specification with new compound plus new construction. Feedback from the team was 'mixed', the company said: McLaren ran the all-new combination in final qualifying and saw Williams claim the front row using the new compound/old construction blend.

Ferrari, Goodyear's Barry Griffin revealed on Sunday morning, remained the only one of the American tyre company's five leading teams not to have agreed to continue a new contract for 1991. They are the one question mark,' he said. 'It is no secret that the Ferrari

contract has yet to be signed.' Griffin said Goodyear have two further years on their contract with McLaren and added that the deals to supply Williams and Benetton also looked secure. 'We are hopeful of retaining Ferrari,' he said. Ferrari are believed to be giving serious consideration to switching to Pirelli next year.

Magyar marriage

On Friday Bernie Ecclestone, vice president of FISA and president of FOCA, and Csaba Los, the Minister of Transport and Communication of Hungary, held a press conference to discuss the future of the Hungarian Grand Prix.

'I am happy to say that we have now reached a satisfactory conclusion that will allow us to operate again for another five years,' Ecclestone said.

Ecclestone confirmed that there will be 16 Grands Prix next year, but refused to answer specifics about future races in Austria and Mexico.

'It's not a final calendar, it's a draft calendar,' Ecclestone said of the 1990 provisional schedule. 'But I think... you can rely on Phoenix at that time of the year (March 17).

Porsche return

Footwork Arrows were expecting to run their 1991 car with Porsche engine for the first time in the third week of September. The decision was subject to the new unit's proving satisfactory in bench tests, and the team was keeping an open mind on whether to use the new engine in the Australian Grand Prix. Also in Hungary, Scuderia Italia announced they would enjoy exclusive use of John Judd's new V10 engine in the 1991 World Championship.

Compiled by Tim Collings, Byron Young and Dan Knutson.

1990 FORMULA ONE GRAND PRIX RACE No. TEN

BUDAPEST HUNGARY

12 AUGUST 1990

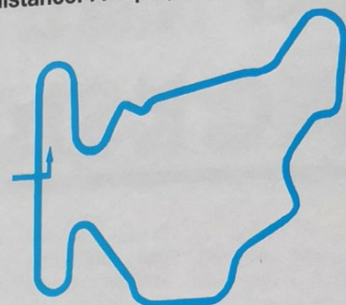
DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	54
2	Alain Prost	44
3	Gerhard Berger	29
4	Thierry Boutsen	27
5	Nelson Piquet	22
6	Riccardo Patrese	15
7	Jean Alesi	13
	Nigel Mansell	13
	Alessandro Nannini	13
10	Ivan Capelli	6
11	Eric Bernard	5
12	Derek Warwick	3
13	Alex Caffi	2
	Stefano Modena	2
15	Satoru Nakajima	1
	Aguri Suzuki	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	83
2	Ferrari	57
3	Williams	42
4	Benetton	35
5	Tyrrell	14
6	Larrousse	6
	Leyton House	6
8	Lotus	3
9	Arrows	2
	Brabham	2

Circuit length: 2.466 miles/3.968 km
Race distance: 77 laps (189.857 miles/305.536 km)



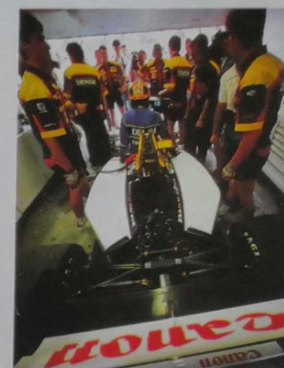
Early stop, late charge — Senna almost made it.

OFFICIAL STARTING GRID

Thierry Boutsen Williams-Renault FW13B	1.17.919	5	6 Riccardo Patrese Williams-Renault FW13B	1.17.955
Gerhard Berger McLaren-Honda MP4/5	1.18.127	28	Ayrton Senna McLaren-Honda MP4/5	1.18.162
Nigel Mansell Ferrari 641	1.18.719	2	Jean Alesi Tyrrell-Ford 019	1.18.726
Alessandro Nannini Benetton-Ford B190	1.18.901	19	Alain Prost Ferrari 641	1.19.029
Nelson Piquet Benetton-Ford B190	1.19.453	20	Andrea de Cesaris Dallara-Ford BMS190	1.19.675
Derek Warwick Lotus-Lamborghini 102	1.19.839	11	Eric Bernard Larrousse-Lamborghini 90	1.19.963
Emanuele Pirro Dallara-Ford BMS 190	1.19.970	21	Pierluigi Martini Minardi-Ford M190	1.20.197
Satoru Nakajima Tyrrell-Ford 019	1.20.202	3	Ivan Capelli Leyton House-Judd CG901	1.20.385
Mauricio Gugelmin Leyton House-Judd CG901	1.20.397	15	Martin Donnelly Lotus-Lamborghini 102	1.20.502
Aguri Suzuki Larrousse-Lamborghini 90	1.20.619	30	Stefano Modena Brabham-Judd BT59	1.20.715
Philippe Alliot Ligier-Ford JS33B	1.21.003	26	Michele Alboreto Arrows-Ford A11	1.21.758
Paolo Barilla Minardi-Ford M190	1.21.849	24	Gabriele Tarquini AGS-Ford JH25	1.21.964
Nicola Larini Ligier-Ford JS33B	1.22.078	25	Alex Caffi Arrows-Ford A11	1.22.126

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	T. Boutsen	5	Bel	Williams-Renault (G)	77	1:49.30.597
2	A. Senna	27	Bra	McLaren-Honda (G)	77	1:49.30.885
3	N. Piquet	20	Bra	Benetton-Ford (G)	77	1:49.58.490
4	R. Patrese	6	Ita	Williams-Renault (G)	77	1:50.02.430
5	D. Warwick	11	GB	Lotus-Lamborghini (G)	77	1:50.44.841
6	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	77	1:50.54.905
7	M. Donnelly	12	GB	Lotus-Lamborghini (G)	76	
8	M. Gugelmin	15	Bra	Leyton House-Judd (G)	76	
9	A. Caffi	10	Ita	Arrows-Ford (G)	76	
10	E. Pirro	21	Ita	Dallara-Ford (P)	76	
11	N. Larini	25	Ita	Ligier-Ford (G)	76	
12	M. Alboreto	9	Ita	Arrows-Ford (G)	75	
13	G. Tarquini	17	Ita	AGS-Ford (G)	74	
14	P. Alliot	26	Fra	Ligier-Ford (G)	74	
15	P. Barilla	24	Ita	Minardi-Ford (P)	74	
16	G. Berger	28	Aut	McLaren-Honda (G)	72	Accident
17	N. Mansell	2	GB	Ferrari (G)	71	Accident
R	A. Nannini	19	Ita	Benetton-Ford (G)	64	Accident
R	I. Capelli	16	Ita	Leyton House-Judd (G)	56	Gears
R	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	37	Engine
R	A. Prost	1	Fra	Ferrari (G)	36	Transmission
R	J. Alesi	4	Fra	Tyrrell-Ford (P)	36	Accident
R	S. Modena	8	Ita	Brabham-Judd (P)	35	Engine
R	P. Martini	23	Ita	Minardi-Ford (P)	35	Accident
R	A. de Cesaris	22	Ita	Dallara-Ford (G)	22	Engine
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	9	Brakes



Boutsen always had things under control...

Fastest Lap: R. Patrese (6) Lap 63
1.22.058, 108.173 mph/174.082 km/h
(G) = Goodyear tyres, (P) = Pirelli tyres.

FASTEST LAPS

5. 1.23.934	26. 1.24.073
27. 1.22.577	24. 1.25.710
20. 1.23.164	28. 1.22.122
6. 1.22.058	2. 1.22.235
11. 1.24.140	19. 1.22.639
29. 1.23.864	16. 1.24.245
12. 1.22.561	30. 1.25.209
15. 1.24.062	1. 1.24.214
10. 1.24.388	4. 1.24.414
21. 1.24.765	8. 1.26.474
25. 1.23.147	23. 1.25.930
9. 1.24.418	22. 1.25.523
17. 1.24.921	3. 1.27.900

- First pole position and third victory of Thierry Boutsen's career.
- First all-Williams front row since Spain 1987 (Mansell and Piquet).
- Warwick's best result of 1990.
- Tarquini's first race finish of the season.
- Highest race finish of Donnelly's F1 career.
- Next round: Belgian GP, Spa-Francorchamps August 26th.

NON QUALIFIERS

No.	Name	Car	Time
18	Y. Dalmás	AGS-Ford	1.22.263
7	D. Brabham	Brabham-Judd	1.22.488
36	J. Lehto	Monteverdi-Ford	1.22.647
35	G. Foitek	Monteverdi-Ford	1.24.361

● Dalmás had a spin and problems with traffic.
● Brabham also complained of traffic but more seriously had engine problems.
● Foitek had a dramatic spin when his suspension broke — cause of angry exchange between team and driver.
● Lehto: transmission — team had fitted differential wrong way round again...

... even in the heavy Hungaroring traffic.



PREQUALIFYING

No.	Name	Car	Time
25	N. Larini	Ligier-Ford	1.21.518
26	P. Alliot	Ligier-Ford	1.21.710
18	Y. Dalmás	AGS-Ford	1.23.227
17	G. Tarquini	AGS-Ford	1.23.406
14	O. Grouillard	Osella-Ford	1.23.582
31	B. Gachot	Coloni-Ford	1.23.670
33	R. Moreno	EuroBrun-Judd	1.24.386
34	C. Langes	EuroBrun-Judd	1.26.514
39	B. Giacomelli	Life	1.41.431

- Gachot complained of understeer on his qualifying tyres and also had a transmission problem.
- Moreno was bothered by the car slipping out of 2nd gear.
- All of the others unable to find any more speed.

STRAIGHT LINES

THE DEREK WARWICK COLUMN

Of the races coming up the one that has been the most significant for me in the past has been Monza. Believe it or not that was where I had my last single seater victory as a Formula 2 driver. It is a victory I'm proud of because Monza is not an easy circuit. It is hard on the cars because it is so fast but the two Lesmos are among my favourite corners, one is just flat and the other is absolutely flat. Of course there is the Parabolica and the circuit has such an incredible history.

A couple of weeks after that we go to Portugal - which is one of the toughest circuits of the year, especially if it is hot. It is very demanding because the drivers don't get a chance to rest and there are a lot of long fast corners that take it out on your body and your neck, and then seven days

later we go on to Spain which is equally tough. It's a nice section of the championship and I usually get a couple of games of golf in between Portugal and Spain if time allows because there is no time to go back to Jersey.

I was sorry to hear about Nigel Mansell's decision to retire at the end of this year. But in motor racing when you couple the pressures with the disappointments, sometimes it affects you and you wonder if the risks are worth it. And I think that is the case with Nigel. He has quite clearly been thinking about retiring for quite a while and semi-threatened it for a month or so before the announcement. In F1, unlike any other Formula, if you are not 100 percent behind it and willing to take the risk, you are better off out. It is too dangerous a place to be otherwise. Having said that I hope he doesn't

retire because the sport needs people like him. They give it life. He is a talented, gutsy driver. Some of the others are just machines. Nigel isn't one of those, he lives for his racing - that's why I wonder if he will retire and not return.

His departure will affect British motor racing, that's for sure. At the British Grand Prix half the publicity is generated by Nigel because he has a chance of winning and is in a Ferrari. That means exposure and attracting more sponsors to the sport - which is all good for young drivers trying to make their mark. But in the end you have to do what you feel is right. Some people have said the retirement is a bluff and I'm not so sure about that. He has mentioned the idea of a sabbatical - a year off with his family - which seems to suggest



that he will go away for a year, regroup, and then return with a vengeance.

Nigel's departure makes no difference to my view of my place in British motor racing. If I'm top British driver, fine, but what I want to be is the best driver in the world.

In one of my previous columns I said I would try and go into more detail about a Grand Prix and I thought I would tell you about the 'other side'. Everyone thinks about the glamour, the travel and the racing but there is also the hard work that we have to put in off the track in preparation for each race.

For me the British Grand Prix started on the Tuesday before the race with some public relations work for R.J. Reynolds (who manufacture Camel cigarettes). On Wednesday I spoke to four different radio stations, two television stations, and spent an hour and a half with BP and another hour and a half with Reynolds (UK). That was quite a heavy day because it started at 9.00 in the morning and finished just before 7.00pm. Then on Thursday I was at the circuit by 11 o'clock and had a team meeting about the race coming up and then went clay pigeon shooting with a group of drivers and journalists at another Reynolds press relations function. That was great fun but it all takes its toll - and I still have to race. I wouldn't be without it, of course, but I reckon the easiest time of the weekend was

when I actually got in the car. I'm very aware at the moment that we are not getting the results on the track so we have to work extra hard off it. Some of the drivers seem to forget that the sponsors are in this business for the exposure.

There were a few relaxed moments such as when we went over to see our public relations people one evening and everybody ended up in the pool. It was a chance for me to get my own back on them for working me so hard and I threw one of them - Tony Jardine - in the deep end. It was all in good humour and that's the way I like it to

be away from the 'office'.

If that was one of the high points the performance on the track, where it really counts, was the low point. And, to be perfectly honest, if I haven't got the success then the rest of it is pretty hollow.

To put it mildly the Silverstone performance was a disappointment. And it was a hell of a shame because everybody had put in a lot of work for this one and there was no reward because the cars were just the same as they had been in France and the various little alterations we made didn't have much effect.

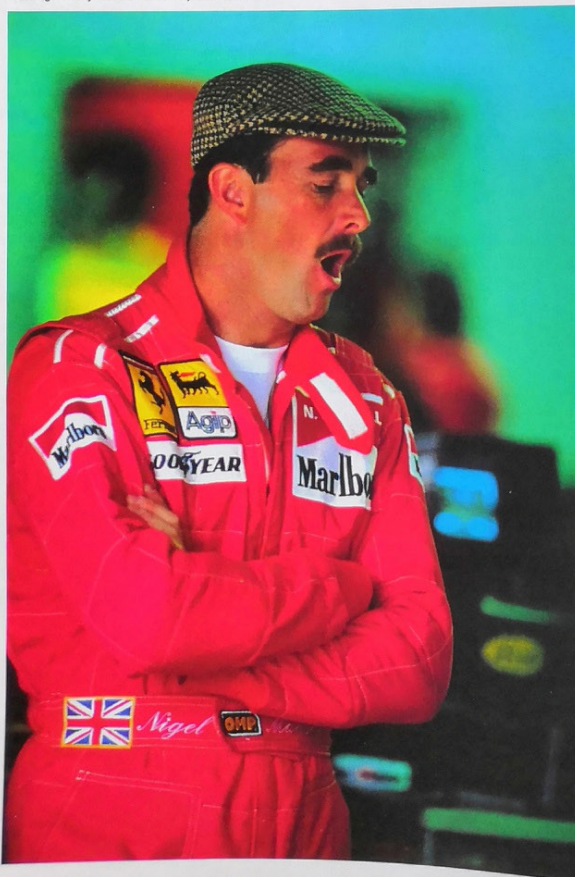
Work, work, work: Prix Editions drafted me on to their Silverstone stand!





You've guessed it - I'm trying to draw a straight line!

Will Nigel really retire or does he just need a rest?



Almost from the start of the race the car developed understeer and things got harder and harder as it went on. Eventually the engine started to vibrate and then packed up altogether. What a weekend!

The Monday after the race I felt disappointed and pretty hollow and once I had done the most important part of my own business in Jersey I went out and lost myself in a game of golf.

Perhaps there is consolation in knowing we have a stronger chassis coming along some time after the Hungarian race.

After Silverstone we went to Hockenheim expecting to have a tough time and we weren't wrong! Qualifying was very hard work but we got a kind of result at the end of the day - I finished eighth. But both sets of tyres blistered quite quickly in the race and the car was jumping around a lot, giving me double vision most of the time.

Hockenheim qualifying was probably the lowest point of the season for me. Everybody worked so hard for eight races and we had so little to show for it. As well as the problems we are having with the car things are changing at Lotus. The team are working as hard as ever to make sure that they are more competitive next year but by the time you read this there should have been some pretty dramatic changes.

My brother Paul has been having a tough time too. He was criticised for pulling out of his Formula 3 team, Superpower, but the results weren't happening after three years at that level and he had to do something. Motor racing is not about making up the numbers, it is about winning. I support Paul because I think he has real talent, I don't carry passengers. It takes a lot of work for me to earn the money I put behind him. I do it because I believe he can win. He was quicker than Vincenzo Sospiri in F3 and Sospiri is winning Vauxhall Lotus races now. He was quicker than Damon Hill and Damon is setting the pace in Formula 3000 so Paul obviously has the talent. He is going to have a crack at F3000 and I hope by the time you read this things have started to happen for him. If I could see him making a break into Formula 1 then it might be an incentive for me to support him more and give F1 a rest myself. It would be tough because I love this game - I wouldn't have risked so much just the other day at Hockenheim to put the car 16th on the grid if I didn't. Talk of me leaving this sport is a long way off yet so, roll on the rest of the season...

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Nigel Mansell's farewell tour reaches Monza this month: his last race in Italy, driving a Ferrari. It all adds up to a poignant occasion for the emotional Englishman. A little way down the pit lane there will be rather less attention focused on a driver making his debut at this, the most passionate of all Formula One theatres. And yet, for a British audience desperately seeking a successor to Mansell, the performance of Martin Donnelly could be the most significant feature of the Italian Grand Prix.

Given that Mansell will indeed retire at the end of the season - and at the time of writing no-one could have been 100 percent sure of that - Britain will be left with a great void. Forget for a moment the debate over his complaints or grounds for complaints, over how unlucky or misunderstood he's been. What cannot be disputed is that he has given an outstanding contribution to motor racing, and to British motor racing in particular. Just like Stirling Moss, he requires no title to merit a place among the elite. Like Moss, too, he is a racer. He has the ability to lift, to inspire, to entertain. Mansell's legacy is a treasure-trove of stirring deeds: his defeats of Nelson Piquet at Brands Hatch and Silverstone; his debut triumph for

Ferrari; his victory from 12th place on the grid in Hungary; his outrageous overtaking of Gerhard Berger in Mexico. He is the only Briton to have won a Grand Prix in the past seven years, and to have challenged for the title over a similar period. And Britain, remember, has more driver successes than any other nation.

Going for the Gap: Martin Donnelly

by
DERICK ALLSOP

Mansell will be sorely missed, perhaps more than many are prepared to concede. His fans, the scores of thousands who witnessed his last British Grand Prix at Silverstone, certainly wouldn't hesitate to admit their sense of loss. Mansell, always conscious of his critics, valued the bond with his faithful followers. He says: "My fans, not only in Britain, but all around the world, have been tremendously supportive. I love the naivety of the pure racing fans. They know nothing of the reality of racing inside, and that's why I would like to watch racing. I still love racing, I still love cars, I still love the sport. I am never happier than when I'm in the car because there I'm in my own little world, doing my own thing. I've always been a racer, always tried to entertain. I think that's what the fans want and it's what I try to provide. It's second nature to me."

So who will thrill those people next year and for the years beyond? There is, alas, no ready answer. The likes of Allan McNish and David Coulthard may well come through to challenge for the sport's greatest prize. Johnny Herbert and even Martin Brundle may be called again. But the only other drivers actually competing in Formula One right now are Derek Warwick and Donnelly, partners in

the Camel Lotus Lamborghini team. Warwick retains all his old determination and enthusiasm yet even he must fear that, at 36, he is unlikely to be given the opportunity to take on the best.

What then, of Donnelly, 10 years Warwick's junior? Could this quiet rookie, going about his work almost unnoticed, be the man to fill the void? Warwick, for one, believes his Northern-Ireland born team mate could be on the threshold of an outstanding career. He says: "A lot of young drivers come and go in Formula One but there are two around now who are here to stay. One is Jean Alesi, the other one is Martin. You get some hopefuls who arrive and are simply overawed by the whole thing. It's bigger and tougher than anything they've come across before and they can't take it. Then there are those who do pretty well for three or four races and suddenly think they've made it. They sit back and find out the hard way that they haven't made it at all. Martin doesn't come into either category. He is not only quick but thinks about the job and contributes fully to team briefings and discussions. In fact he's done that since the day he joined the team. I try to help him and guide him as much as I can, but it's certainly not a one-way process. He is also good for me. Whatever I do he has an answer for it. He's keeping me on my toes and I'm not complaining about that."

Donnelly appears slightly embarrassed by the public comments of his colleague. It suits him to get on with his job in relative peace, to learn and to mature. But don't misunderstand him. He fully intends to take his share of the limelight - when he's ready. He says: "I suppose I am shy, really. I find it difficult to approach people if I don't know them well. When I do know people, though, I can be entirely different. I am a bit of a Jekyll and Hyde character." Then as if to illustrate the point, he adds firmly: "I very much want to be an established driver in Formula One. It's one thing getting an opportunity here, it's another taking it. I am not planning to waste my opportunity."

Donnelly has made the most of his opportunities so far in motor racing. He advanced through the Formula Ford 1600 and 2000 ranks in Ireland and mainland Britain before finishing third in the 1986 Formula Three Championship. The following year he repeated his F3 Championship showing and earned the Cellnet Award: Most Promising British Driver. He capped a fine season by



Quick in F3000, faster in F1: Alesi (left) and Donnelly at Brands Hatch in 1989



Ok, Derek, this is what we're going to do...

winning the Macau Formula Three race. During 1988 he switched to Formula 3000 and won his debut race at Brands. Another victory came in Dijon. His career was gathering momentum.

He had already tested a Benetton Formula One car but in 1989 he landed a contract as test and reserve driver for Lotus. In mid-season he was given the chance to make his Grand Prix debut, but not for Lotus and not for Tyrrell, the team he thought he might be driving for. The call-up from France came instead from Arrows, because one of their drivers was injured and unavailable. The name of that driver? Derek Warwick. And who got the

drive for Tyrrell? Jean Alesi, of course. Donnelly smiles at the double irony. "It's funny when you think about it," he says. "I could have been at Tyrrell last year because I was first choice for them. But the Arrows drive came up and I took it. That was just a one-off. Jean went to Tyrrell and he was able to stay there. That's how it goes. Good luck to him. He has done well. He has showed that there are drivers in Formula 3000 coming into Formula One and doing more than enough to justify themselves."

Lotus felt Donnelly had done enough to justify a full Formula One contract after a three-day test at Silverstone. It was a circuit he knew

Can Lotus help Martin fill the gap left by Mansell?



well, but senior team officials were impressed with the information he was able to give them as well as his driving. Despite the optimism of the all-British driver line-up, the power of the Lamborghini V12 and the continued backing of Camel, Lotus had a far from convincing first half of the season. Warwick picked up a point in Canada but Donnelly was still waiting for his first reward. There were no complaints, though, about the performances of the man in his first full season. He was quick, sometimes quicker than Warwick. He was also consistent and reliable. There were no senseless heroics, just business-like application.

Donnelly says: "I am ambitious and want to progress, but I am also a realist and accept there is a limit to what you can achieve straightaway. I am not going to try and rush things for the sake of it." The early months have convinced Donnelly that he is not out of his depth in Formula One. The step-up from Formula 3000 has not, he insists, been such an ordeal. He says: "Setting up a Formula One car can be compared, I think, with setting up a Formula 3000 car. I also expected it to be more difficult physically than it has turned out to be. In Mexico, for instance, with all those bumps and the altitude, I came out of it quite well. The really pleasing thing

from my point of view is that up to now I have been able to keep Derek on his toes. Perhaps he has lacked a bit of that in the past. Competition is good for everybody. We are both very competitive and push each other all the time. Derek is highly thought of so it is good for me to be able to measure myself against him. My main concern is to keep pace with him and if I manage to out-qualify him or outrace him then that is a bonus. We have a very good relationship. Derek is the No. 1 driver but he communicates all the time. He never holds back any information. We pass everything on to each other and that is the way it should be in a team. In fact, we all work well together. The team spirit is very good. Everybody is keen to get Lotus on the way up again. It's not easy, but I never thought it would be."

Donnelly, who now lives in Norfolk, within reach of the Lotus camp, knows that he is looked upon as a potential successor to Mansell as Britain's leading driver. He knows also that he should take nothing for granted. He says: "A lot of drivers have come into this full of hope but soon left disappointed. If things go wrong, and they often do at this level, you could be out of it forever. You are quickly forgotten and that's it. Some other new driver has been brought in

instead. If I am successful I know I'll be able to keep going forward. Everything you ever want as a driver will come if you get the results. But there is no point in putting myself under pressure saying 'I will do this' or 'I will do that' because there is no way you can predict anything. All you can do is make the most of the equipment you have at any particular time. Hopefully I'll get some results this season."

In the past a Lotus driver would have been certain of results. Colin Chapman led the most powerful stable in the world. His cars and drivers were the envy of the sport. But over the past few years the fortunes of the team have slumped. The ultimate indignity came last year, in Belgium, when both cars failed to qualify. The first half of the 1990 season offered little prospect of the slide being checked. Lotus were on course for their worst ever Championship. That situation made Donnelly's driving all the more impressive. He hasn't been able to dazzle and capture the global headlines the way Alesi has. It is in circumstances such as these that a young driver needs nerve as well as talent, and those inside the sport are beginning to recognise that Donnelly has both.

You get the feeling, watching him out on the circuit that given the right car he could be a winner. There is a calm yet determined look to his driving, it is controlled yet sufficiently aggressive. Many in his position would try too hard, become too desperate to show and inevitably become ragged instead. He is, as he reminds us, the man who came in with Alesi and that carries its own burden. But his poise on the track and his good sense off it belie his inexperience. He says: "People in Formula one appreciate who is doing what, I'm sure of that. There is no point in trying to overdo it on the track and running around making a lot of noise off it. I feel my driving is getting better and I am getting more confident with experience. In the early part of the season I had to contend with circuits I didn't know and, considering that, I am reasonably pleased with the way I coped. I don't think I let myself down anywhere. I am aware that people have compared my progress with Alesi's because we came through together, but hopefully they will understand that it isn't as simple as that. Having said that I, too, want to be racing for points. I don't want him to get too far ahead..."

British racing fans will drink to that.

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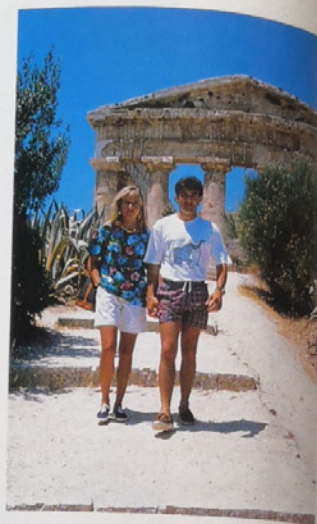
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'You know, one day I'll get around to writing a book and there'll be one chapter of it devoted to Jean.'
 EDDIE JORDAN, PE 1989



Driver in the Spotlight: Jean Alesi



At the German Grand Prix this year Jean Alesi held a press conference to try to explain his own thoughts on his F1 future, subject of much speculation in recent weeks. By all accounts the occasion was fairly unenlightening: Jean is bound by contract to Tyrrell, though everyone knows contracts are made to be broken or renegotiated; his name was being strongly linked with Ferrari, with Williams... in short, this young man is a hot property.

The pictures on this page (our thanks to John Townsend) show Alesi in surroundings which are obviously just as hot, but a lot calmer: the beautiful town of Alcamo in Sicily, where Jean is pictured with his grandfather, leafing through a scrapbook that must be overflowing by now; enjoying what must now be the driver's staple diet of (genuine) pasta; and with his girlfriend Lorraine, taking refuge in antiquity from the sound and fury of Formula 1.



"What did I think of Jean's overtaking manoeuvre? I was personally happy with second place but we've never been able to teach Jean how to race at 9/10ths: he only knows how to go at 10/10ths - even in testing."

KEN TYRRELL, PHOENIX 1990

"One of my strengths is that I have no complexes..."

JEAN ALESI



(Dominique Leroy)



(Dominique Leroy)



(Alberto Pirelli)

Driver in a hurry! Alesi's progress has been so spectacular we tend to forget this is his first full season in Grand Prix racing. His debut came last year in his home race at Paul Ricard, where he finished an impressive fourth; he then thrust himself into the spotlight with a superb charge to second place in Phoenix this season, following it up with this thrilling performance in Monaco that saw him on the second step of the podium once more. But just in case we get carried away, the shot of Jean in an "ordinary" car is a reminder that there is the occasional dent along the way!



(Alberto Pirelli)

The Japanese have nearly everything in F1, bar a winning chassis and a winning driver. In the past Honda found to its cost that Japanese chassis technology lagged far behind the West's, while on the driving front Tetsu Ikuzawa, Masami Kuwashima, Masahiro Hasemi, Kazuyoshi Hoshino and, more recently, Satoru Nakajima, have all tried but been found wanting for one reason or another.

That may all be about to change. When an Oriental wins a Grand Prix for the first time, and creates another little slice of history, the chances are his name will be Aguri Suzuki.

Had you made that remark a year ago you'd have been laughed out of the paddock. In 16 Grands Prix, the toothy Japanese failed even to prequalify once. Now it is a common view.

A study of his 1989 performances was as illuminating as watching him in action in the unloved Zakspeed ZK891 during Friday morning's bleary-eyed weed-out session. He knew virtually none of the circuits bar Suzuka, and team mate Bernd Schneider was no wallflower, but nevertheless his results were impressive in comparison. He had a charger's aggression.

Suzuki had come into F1 because of Zakspeed's connection with Yamaha, whose OX-88 engine powered the Gustav Brunner creations. The team's finances were tight despite an apparently sizable involvement from West cigarettes, the engine was grossly under-developed and under-powered in comparison even with the Ford Cosworth DFZ engines some runners were still using, and testing was kept to a minimum. Schneider

Full of Eastern Promise: Aguri Suzuki

by
DAVID TREMAYNE

had the benefit of a year's experience of F1, and even he was struggling.

It was the perfect situation in which a novice - and an Oriental novice at that - could founder.

Instead, Suzuki took his chance with both hands. Despite his inexperience, he proved faster than Schneider on three occasions, was very close to him on the two 'bottle' circuits, Mexico City and Spa, and was close enough to him in pretty much all the other unfamiliar venues to suggest he was worth closer scrutiny. On several occasions during those prequalifying sessions he was faster than Schneider initially, showing a distinct flair for learning the circuits quickly. It bore out the portents of Pau in 1988, when

he'd qualified for his first European race in the F3000 championship round.

There he stunned observers with a very strong performance in the unloved Footwork March 88B. The street track is tricky at the best of times, as many drivers found to their cost this year, but Suzuki made the cut against all expectations. To do it, he beat luminaries such as Andy Wallace, Gregor Foitek and Enrico Bertaggia.

"It was very difficult, and the 1988 March was a bad car. It was my first time at Pau, but not only that; it was the first time I'd ever raced on a street circuit! It was very bumpy, I remember that well! Yes, it was a big surprise when I qualified, even to me!"

Later that year he had also made an impressive GP debut on home soil, standing in for Yannick Dalmas for Larrousse. During qualifying on Saturday he'd been only tenths off Philippe Alliot, itself an impressive achievement since the Frenchman is a very strong qualifier, and in the race he finished 16th after two spins and a 'driving lesson' from Andrea de Cesaris who all but forced him to a halt at one stage.

After tasting F1 at Suzuka, how on earth did he cope with repeated failure to prequalify in 1989?

"It was very difficult, not ever prequalifying," he admits cheerfully. "I came into F1 with Yamaha, so of course there was no question that I had to stay part of its programme. But it was a difficult situation. I didn't know anything about F1, I didn't know any of the circuits, and all the time the team was having trouble. This weekend it was the engine, that weekend the transmission. There was always some problem, either on my car or on Bernd's."

"I think I learn circuits pretty quickly. Many of them were not a problem. But one or two, such as Silverstone, were very tricky. It's very difficult straight away going fast where the corners are so fast. There they are very fast! I don't like so much the high-speed corners! Mexico, too, was difficult. Very bumpy, and that fast, fast corner! And Hungary... all those turns."

Any fear of high-speed corners isn't immediately apparent in his driving...

"How did I cope with the disappointment of never prequalifying? That was easy! Every Friday I went back to Paris. I never stayed at the races to see what I was missing. I used to fly back after prequalifying!"

Why would a Japanese driver choose Paris? Suzuki's reply betrays his penchant for the lifestyle of the bon viveur.

"Well now I live in Monte Carlo, but Paris was a good place. Nice weather, very good food and very convenient. Germany is not for me, it's cold and I don't like the food so much!"

He fitted in well in the scene with his cosmopolitan approach, undoubtedly helped by fluent French and English, but still he insists: "I speak only one language, Japanese!" Though he says it's poor, his English is an awful lot better than my Japanese, my few words of which shocked him. "Who on earth taught you that?"

Suzuki started racing when he was nine. "I did karts, and I stayed in them for nearly 10 years! When I was 18 I went straight into F3. I had no money, so I bought a very, very bad - a rubbish - Ralt RT1. This was 1979 but it had a 1976 engine and my friends were the mechanics. I was the truck driver! It was a very bad season. I think I did three races. I wasn't competitive. In 1980 I had the same car and finished maybe four races. I don't have good memories of F3!"

"That led to a contract with Nissan, though. By then I was getting lots of experience. I was testing every week, in anything from touring cars to Group C and F3. It was very good experience for me."

In 1986 he moved into F3000, at the end of the year. "In 1987 I was runner-up in the championship, and in 1988 I won it with Footwork. I started 1987 with a Cosworth engine, but then switched to Yamaha partway through that year."

Yamaha duly took him to F1 fulltime, and at the end of his disastrous 1989 Gerard Larrousse picked up the threads again, a Japanese driver fitting in well with his new business partner ESPO. There was more to it than that, though. The former racer knew a charger when he ran one.

Aguri spent the winter playing himself into driving a competitive car again. There were spins and he built up gradually to quick times, but when the season opened in Phoenix he proved a revelation, able to match team mate Eric Bernard. It's stayed that way all season, and Silverstone recently brought him his first championship point. It delighted him, but he admits that he is now happier that his GpC commitments to Toyota are all but over, especially after two heavy shunts at Spa and Le Mans.

"I had no problems with them, although they were big accidents. I'm

okay. I keep myself very fit physically. But I think I made a big mistake with my choice of races. I was contracted to do four for Toyota. Those two plus Suzuka and Monza. They came at a time when F1 already had a very, very busy schedule. It was an unbelievable schedule! After Monaco I went to Spa, then to Montreal, and after that Le Mans followed by Mexico!"

In central America he distinguished himself by crashing his Lola during prequalifying, dipping into a damp patch on the track going past the pits while weaving to warm up his qualifiers. He hobbled from the car before sprinting back to take over the spare, and with seconds remaining hoisted himself into qualifying. It was another impressive achievement.

"I do regular work-outs every day, so I had no problems to drive after the

accidents", he said matter-of-factly, dismissing the incidents as everyday hazards of the job.

He has a two-year contract with Larrousse, and says: "It's a very good team, with a good car and engine, good mechanics and good relationships. I like it very much here, and it's very interesting all the time. I'm very happy with the way things are going, with how fast I am at this stage of my F1 career."

Has he advanced as a driver?

"I feel that I'm driving just as well as I did last year. Nothing is different in my driving. But of course, I'm with a much, much better team, with a much better car, and now I have the chance to show what I can do."

What he can do has so far been highly impressive. Given the right breaks, he could be the first of his race to go all the way.

Overleaf Top: Franco-Japanese alliance - Aguri with Eric Bernard
Overleaf Bottom: Both are settling nicely into Larrousse cockpits
This Page: Zakspeed kept him in the shade!



F1 will soon be focusing hard on Suzuki





Sixth in Monaco, fourth in the British Grand Prix: for a relative newcomer, Eric Bernard is settling in nicely. That excellent Silverstone finish came just one year and one week after his F1 debut in his home race at Paul Ricard. The young Frenchman might be forgiven for feeling overshadowed by friend and compatriot Jean Alesi, but is he happy with his own progress so far?

"It's difficult to answer that question", he replies. "Formula 1 itself is very difficult. Two weeks after I finished sixth in Monaco I crashed in practice for the Canadian Grand Prix, and during that race my neck hurt as a result. I finished ninth, so I can't say I had a good race in Montreal, and I'd like to progress in every race."

It was fitting that Alain Prost won that British Grand Prix as Bernard was scoring his own best-ever finish - Prost, you see, unknowingly helped Bernard get started on the road to F1.

"Ever since I was about 11 I have been thinking about racing in Formula 1", Eric explains. "I saw my first go-kart race when the World Championship was staged in France, and Prost was in that competition. That was when I said, 'OK, I'd like to race karts'. Then I saw Prost in the Pilote Elf [prestigious French challenge for young driving talent], and he won that so I said 'OK, I'd like to win this and go on to Formule Renault, F3 and F1.' But I think I must have been a little crazy at the time - I didn't think it would be very difficult!"

A little more difficult than the young Bernard imagined, but he did

Progress Report: Eric Bernard

by
DAN KNUTSON

eventually realize the goal of breaking into F1. Despite Prost's unwitting part, Alain is no hero to his young compatriot. "I don't have heroes, but I do think highly of a lot of drivers: Prost, Senna..." - and at this point his teammate Aguri Suzuki, sitting with us in the Larrousse motorhome, adds "Suzuki..." The two ESPO Larrousse Lamborghini drivers get along well, but more of that later.

Born near Marseilles on August 24, 1964, Bernard won four French kart championships from 1977-1983. Two years later he was his country's

Formule Renault champion, fifth in the national F3 championship in 1986 in a Martini, and second in 1987 at the wheel of a Ralt that gave him two victories.

The next two years saw Bernard in F3000, his best finish in his first year being a second place; the following season he took one race win en route to third place in the championship and could well have been champion but for a string of mechanical problems and accidents.

The invitation to make his F1 debut came at last year's French GP, virtually on his doorstep, when Gerard Larrousse, having problems with his then driver Yannick Dalmas, asked Bernard to step in for France and Silverstone.

"M. Larrousse had called and asked if I was interested in driving for his team in 1990", Bernard recalls. "I said yes, of course: then two days later he phoned again, said he was having problems with Dalmas and asked if I could drive the Lola in France. It was a good opportunity to show myself to the F1 world; it was also a good chance to learn about that world."

Eric qualified 15th at Ricard that year, the same race in which Alesi, Donnelly and Pirro made their Grand Prix debuts. He was running seventh when the engine broke, just three laps from the end, and a broken gearbox forced his retirement from the British GP a week later. But Bernard's talent had impressed the team. "Everybody at Larrousse was happy", he remembers. "I realized this was the team for



me - and the team for the future."

Asked to compare F3000 with F1, Eric has very clear ideas. "Everything in Formula 1 is better, everything is high-tech. Better cars, more mechanics, superior engineering... And as for the speeds, I think if you're quick in F3000 it's easy to be quick in a Grand Prix car. But you have to learn a great many things in F1 and it's very hard work."

So what about the all-important relationship with his teammate?

"Bad, very bad", is the jocular

reaction. "It's difficult to talk about it as he's sitting here, but... we'll talk about that later." Laughter from both indicates the relationship is far from bad. "We're two young drivers", Bernard goes on. "He's a fun guy, we have the same goals, we think about what we're doing and work hard for an edge over the others - always working for the future."

Bernard keeps his sense of humour alive, along with his energy and motivation, by relaxing at home between races. Well, not relaxing all the time: a

final question also brings a wry response. Keeping in good shape, he jokes, means it's necessary to take part in other sports. "Lots of doctors in the Larrousse team: they check up on whether I'm practising. I have to ride my mountain bike a lot - I can't run because of a knee problem. I'm an old man, really..." And the Rhone-Poulenc organisation that sponsors Larrousse also has its doctors keep close tabs on the drivers' nutrition and training, or, as Eric laments, "All the life!"

T. B. Talking

Ups and downs of a racing driver's life: after disappointments in Montreal and Mexico, PE's guest columnist had lots to celebrate at Silverstone. Then, just as things were looking up, came the German Grand Prix... Let Thierry take up the story.

AN UNFORGETTABLE WEEK

The second week of July will stay in my mind for many years. I experienced the most amazing feelings between the French and British Grands Prix. There was the birth of my first son, Kevin (3.6 kilos, 51 cms.) then my 33rd birthday and finally second place at Silverstone.

In pole position, if you'll allow me, I place little Kevin and his mother. A birth is really something very, very special. Until you've experienced it, you don't really know what you're missing. I never imagined how touching it would be. I was able to attend the birth because Patricia was clever enough to wait for me. It happened the Monday after the French Grand Prix and it was very moving. Kevin is blond with blue eyes, he's got a wide

smile and I'm pleased to say he sleeps well. We've longed for a child for many years, but we've had to be patient because of our lifestyle. Our timing now has been perfect, and we're both very happy, like all the parents in the world.

From a personal point of view, it's another stage in my life: logical, natural and spontaneous. But it changes nothing professionally: I will see life a little differently, of course, and I will have something else to live for and another reason for motivation. But of course also another source of joy.

But it makes no difference in the car. It was obvious that I was a little impatient at Ricard. I can only hope that my premature retirement at Ricard wasn't brought on early by the engine men from Renault, in order for me to reach my wife's bedside on time! But once I had retired, I used the

time to full advantage. I had taken off from Ricard by midrace.

In fact the French Grand Prix was very disappointing. My broken engine was completely accidental, borne out by our reliability a week later at Silverstone. But as early as practice, Riccardo and I knew that in the normal course of things, we wouldn't be on the rostrum. The car wasn't working as well as it had during testing at the circuit, perhaps because of the new surface which meant that we had to go back to square one in terms of settings. The new surface was less abrasive, while giving more grip. And making things worse was a run of bad luck: a puncture followed by a spin on the straight during Friday's qualifying, a broken engine when I was pulling out of the pits quite slowly the next day and then ignominious retirement on lap eight in the race.

Fortunately I was more successful

in the British Grand Prix. Anyway, I knew right from the first qualifying session that we would be more competitive. We were trying a new floor which made the car easier to drive and gave us more downforce. I was happy with the general balance of the car itself, even though we lacked grip. In qualifying on the second row of the grid, I thought I'd made the best use of the car.

I secretly hoped to be battling for the lead in the race, but after five laps I soon gave up that hope. I felt on the parade lap that my tyres were under-inflated and that the underside of the car was hitting the road every time I braked. My engineer's reply was the the pressures would increase with the heat, once we were racing.

Unfortunately, that didn't quite happen and the car's roadholding quickly got worse. I managed to keep Prost behind me for a few laps but closing the door at the chicane became more and more tricky. Even so, I was able to compare our engines, and came to the conclusion that the Renault V10 is certainly a match for the Ferrari V12 on a circuit like Silverstone. Alain had difficulty overtaking me, in spite of superior handling. I think we're the equal of Ferrari in terms of power and response, but just a touch worse off than the V10 Honda. The engine situation is constantly changing and it's a well-known fact that the engine that Ferrari uses for qualifying at the moment is destined for race use soon. Renault also have developments and the Honda engine men are bound to react to McLaren's recent performances.

I had to show some perseverance at Silverstone after my front tyres had grained within a quarter distance. Capelli came flying past, but when



the gap between myself and Piquet stabilised, I decided not to stop for tyres. My Williams-Renault remained reliable, so I benefited from the retirements of Capelli, Mansell and Berger to finish second between Prost and Senna. It may have been a lucky result, but then I'm sure it's my turn to have good fortune! The result ended a memorable week, with the birth of my son and my birthday. And we had more to celebrate: my Williams teammate Riccardo Patrese was celebrating his 200th Grand Prix, a fantastic achievement. He and I form a solid partnership. The situation regarding changes for next year has been very busy since the start of the season, and thanks to the six week gap between the Brazilian and San Marino Grands Prix, the 'silly season' started earlier than usual. And the craziest combinations have been dreamed up.

I've actually remained quite calm during all this. Rumours that I'm going to be leaving Williams at the end of the season are quite unfounded. I'm writing this column on July 16 and yet I haven't actually broached the subject of next year with my current employer Frank Williams.

Frank thinks it's too early to talk about next year; he wants to see what the others are doing. As my contract expires at the end of the year, I've naturally had a number of approaches from other teams. But I feel good driving for Williams, and unless another, exceptional opportunity arises, then I shall probably stay where I am.

I think that the Canon Williams team's potential will be greater than ever in 1991 and that the team will continue to grow stronger, particularly building on experience gained with partner Renault. We're working hard and I'm sure it's bearing fruit. Designer Adrian Newey has just joined us and he will be bringing with him his considerable experience, particularly in the field of aerodynamics. His Leyton House design is working well now, isn't it! His arrival also means that there's a load off Patrick Head's shoulders. Since Frank Dernie left - I never worked with him at Williams - Patrick has lacked a right-hand-man with whom to exchange ideas. Newey's arrival certainly represents a big plus point for the team.

Changing subject, Nigel Mansell's announcement that he would retire at the end of the season surprised many at Silverstone. His decision will certainly clarify the 1991 driver situation, because a lot of contracts come to term at the end of the year, but I wonder if he hasn't made this decision a little spontaneously, an over-reac-

Riccardo celebrates his marvellous record - too bad about the race!



tion after the British Grand Prix perhaps where fortune once again smiled on Alain Prost. I wouldn't be surprised if we don't see Mansell go back on his decision...

FORTUNES AT A LOW EBB...

We weren't very competitive at Hockenheim, but our two Williams-Renaults still managed to finish in the points, even though the real speed was missing.

The previous week we had taken part in the traditional two days of testing, and the outcome wasn't too encouraging: we were fifth and sixth fastest, losing out fair and square by a second to the McLarens and Ferraris. Official practice confirmed that state of affairs. Our chassis is hampered by a lack of downforce, and we are tending to wear out tyres very quickly. To make up for the drop in performance level, we are setting the wings up with minimum downforce, which obviously does little to help the grip. But at Hockenheim you have to go for maximum speed, and be prepared to accept a little oversteer in the stadium section. As Goodyear are now offering us softer and softer tyres, that is accentuating our current problems because we can't use them properly. In short, it's a vicious circle.

Let me give you an example. After warm-up at Hockenheim we realised the Benetton was quicker than we were in race trim. We could only rely

on our straightline speed to fend them off, so we took off downforce knowing our tyres would go off in any case. In the end the Benettons opted for hard compound tyres with no pit stops planned - and that was the right choice.

For yours truly the race didn't get off to a good start. After a few laps in Riccardo's wake I had my work cut out to keep the Benettons at bay. I was also having problems with sixth gear, which I was finding hard to get out of. That's what happened at one point as I set myself for the corner at the entry into the stadium: to control my car I had to go into a long slide, and Piquet seized the chance.

I thought long and hard before stopping for tyres. Of course my soft compound was worn even before the halfway stage, but I was managing to hold off Capelli. To be honest, I was a bit scared to come in, knowing that tyre stops haven't always gone well for me this season. I said so on the radio, but I simply had to come in; I just did so as late as possible, thinking of getting maximum benefit from it by setting fastest lap. Alas, however, I was stationary for 30 seconds, which simply confirmed my fears. It didn't have any bearing on the final result, but it's always maddening. With new tyres the overall balance was good, and I pushed hard to break the lap record before the tyres went off again. That's the first time in my career I've set fastest race lap, so at least there was that to show for it. I couldn't improve on my sixth place in any case.

Clearly we have our work cut out. The Renault engine is equal to the

task, as our excellent straightline speeds have shown - I was able to confirm that against Prost's Ferrari when he came out behind me after his own tyre stop. In fact Alain passed me when I lifted off to observe the yellow flags being waved after Piquet's Benetton slowed suddenly in front of us. But for that he would have had a hard job to get by me on the straight. That being the case, it's obvious McLaren and Honda have responded, and that Ferrari have overtaken us where the effectiveness of their equipment is concerned. Even Benetton are becoming a threat, as we saw from Nannini's fine race in Germany, and that's a worry. The rest have all made more progress than us since the start of the summer. Has the Williams FW13B reached the peak of its development? I hope not... Adrian Newey, Canon Williams' recent top-flight design recruit, is currently working on aerodynamic changes, especially to the car's undertray. We will see the benefits in two stages, first at Budapest and, with more far-reaching improvements, at Spa. I really hope Adrian's work bears fruit as successfully as his efforts for Leyton House just before he left them!

But I really think we have to look at far-reaching changes to the chassis to rediscover our winning form of the season's start, when we were front-runners in Brazil and San Marino. In Hungary we'll be closer to our rivals but we have to watch out for Pirelli, who have always gone well on the Hungaroring, and for possible surprise packages in the shape of Alesi's Tyrrell or Martini's Minardi. It's vital to qualify well, because we all know how hard it is to overtake on the tortuous Budapest track. Last year Riccardo Patrese took pole position there, so we have an encouraging base to start from.

Next, at Spa-Francorchamps, I'll be in my own backyard on my favourite circuit. I'll do all I can to put on a top-class performance there on a surface which, thankfully, isn't too abrasive on the tyres - provided it isn't too hot. I don't want to disappoint my home crowd! Meanwhile we are picking up points in the World Championship standings - maybe not always with panache, but unfortunately that's not up to us. I take consolation at home with my son Kevin, who is giving me great joy. Patricia and I would like to take this opportunity of thanking all our friends in the paddock for their kind wishes on the birth of our first child. See you soon!

PE

Kevin on pole - with a little help from a more experienced driver!



(Dominique Leroy)

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TEN QUESTIONS FOR WILLIAMS-RENAULT TEST DRIVER MARK BLUNDELL

In the constant drive to improve performance from the Williams-Renaults of Riccardo Patrese and Thierry Boutsen, dozens of mechanics and engineers work away in the background. Backing them up is 24-year-old British test driver Mark Blundell.

1. Mark Blundell, what is a test driver - a kamikaze pilot, a set-up specialist?

MB: "Neither of those. A kamikaze pilot wouldn't last long as a test driver, because all the time you must react calmly, using your judgement, never taking senseless risks. You have to be a safe driver, never go off - otherwise you may jeopardize or even destroy months of hard work. And you're not there to act as engineer, either: I have to carry out my task, then give my account of what I have done. Each to his own role! Mine is to put the car through the very treatment conceived by the Williams-Renault researchers for the purposes of their testing. That can go from simulating a complete Grand Prix run to simple laps of the circuit, coming in to the pits every second or third time round. At that point the engineers don't want to hear my comments or instructions, what they expect of me is that I describe in as much detail as I can the car's behaviour during testing, to complement the data they have gathered through telemetry or from the recording instruments round the track. I am just a simple driver who follows out the engineers' orders to the letter then recounts as faithfully as possible what he has experienced out on the track."

2. Does every team have its own test driver?

MB: "No, only the major teams. The three leading outfits, Williams-Renault, McLaren and Ferrari, who are fighting it out for the Championship, do put a

Testing, Testing: Mark Blundell

One of a series of excellent background releases from Renault Sport - our thanks to Jean-Jacques Delaruiwère

great deal of effort into developing their cars. That work is done for the most part on the drawing board, in the workshops or in the wind tunnel. But there comes a point where a computer can't take the place of a human being. Simulation is one thing, what



(Renault Sport)

really happens on the track is another. At a certain development stage you always have to carry out "real life" tests, and that's where the test pilot steps in to help the team's two main drivers. Thierry Boutsen and Riccardo Patrese are sometimes too busy to carry out all the testing between races. Then I act as their double, and as the extension of the technicians' hands, ears and eyes.

3. What does it take: superlative driving skills, or a particular temperament?

MB: "At the outset I may be more receptive or sensitive than others to the way a car reacts. There are some drivers who aren't very talkative when it comes to their engineer's questions! If there is a gift involved, then you have to develop it and let it flourish. The most important thing for a test driver is to build up as much experience as possible. Since I was eight I've been driving anything that had two or four wheels. I went from motocross to Formula Ford 1600, to FF2000, to F3000, then to Sports-Prototypes before embarking on my career as a Williams-Renault test driver. I never miss a chance to get into a machine with four wheels: expanding your range of experiences is one of the keys to success. To make judgements, you must be able to draw comparisons, further your driving knowledge as best you can. But at the same time you must display great coolness and objectivity in explaining what you have felt at the wheel. It's vital to be honest enough to get out of the car and say 'Sorry, didn't feel a thing, didn't understand what was happening', or 'You changed the set-up? Well I never noticed it!' You can't get away with telling fibs or making things up, there's too much at stake. Every opinion I pass influences the future development of the car."

4. Do test drivers have their own vocabulary?

MB: "Not really. The main thing is to be as explicit as you can. When I come into the pits after a few laps we go into a debriefing, i.e. a meeting in which I go over my laps in chronological order. Corner by corner I de-

scribe to my engineers with as many details as I can every second of the test. It's a matter of talk, talk and more talk, and simulating what happened in the cockpit. I have to be able to make my technicians feel what happened in the session as if they had been in my place. There are some engineers who prefer to run the debriefing their way, so I have to answer with as much precision as possible questions about stability, acceleration, road holding, in short, everything about the way the car handled."

5. Is a Formula 1 test driver's occupation as hazardous as a test pilot's?

MB: "I work with my feet firmly on the ground! Of course there is always an element of danger. In a quick corner, or when you're testing close to the limit, you can always have a suspension failure or some other mechanical or chassis problem. Just as in a race you may lose a wing or break a wishbone. But there is no more reason why that should happen in testing than in a race, perhaps less so. Because during testing sessions more often than not I'm alone on the track. If something happens I'm in no danger of hitting or being hit by another car. Of course mechanical problems can have serious consequences in Formula 1: when you're travelling at 300km/h the slightest hitch can take on alarming proportions. You have to be aware of the risk, of any potential danger, without becoming obsessed by it. In any case I'm no guinea pig for the Williams-Renault team. When I get behind the wheel I'm fully aware of any modifications made on the car. The risks I take in testing, in so far as there really are any risks, are always calculated ones."

6. What is the exact nature of your work with Williams-Renault?

MB: "I've become an expert in intelligent suspension systems! Since I came into the team seven months ago I have been carrying out development tests on the Williams-Renault fitted with active suspension; 95% of my time in testing is spent on perfecting that system. Electronically managed, this system makes the car's road holding perfect in every circumstance. Developed by the Williams-Renault engineers, it is the safest and most advanced suspension system going. It should be fully operational by the end of this season. Frank Williams and the Renault Sport management will decide after the Adelaide race if the 1991 cars should have it fitted."



The test driver's lot: from engine checks...

...to fine tuning set-up



(Dominique Leroy)

7. How much time do you spend on single seater testing?

MB: "Since the end of 1989 I have put in about 18 full days of testing. The Williams-Renault team visits virtually all the European circuits: Paul Ricard, Croix-en-Ternois, Estoril, Silverstone... It's very important to test the car on a variety of tracks. Normally they are private sessions and we are alone on the track, but it can happen that I find myself amongst other

drivers during FOCA tests. I must have covered 6,000 to 7,000 kilometres since December 1989. That may not seem much, but it represents a huge undertaking. Every session is punctuated by pit stops for debriefings with the engineers. I certainly couldn't have put in many more kilometres since the end of 1989. Changes to the set-up or suspension modifications can immobilise my test chassis for weeks on end. You mustn't forget that when I get into the cockpit, the

engineers and mechanics have put in thousands of hours' work beforehand. My laps are only the tip of the iceberg."

8. Is it not frustrating to go round and round virtually on your own at the wheel of a Grand Prix car, never taking part in a single race?

MB: "Yes, a bit! But the very fact of getting into a Williams-Renault cockpit is a privilege in itself. A great many drivers of my generation will never have that opportunity. A Formula 1 car is a fantastic machine. There's no other vehicle on earth that could give you the same feelings. Acceleration, braking, straight-line speeds: the active suspension Williams-Renault gives me some extraordinary sensations. Sometimes when I am going round the track on my own I find myself dreaming that I'm leading a Formula 1 Grand Prix - no one in front, no one behind, as if I had opened up a huge gap on the people chasing me before catching the backmarkers! The FOCA tests are a lot more interesting. Then I'm with

other drivers, I'm no longer out there on my own. Even if I do concentrate exclusively on my own programme, there's a lot more pleasure in going round when there are other cars on the track."

9. How do you get on with Thierry Boutsen and Riccardo Patrese?

MB: "Our relationship couldn't be better. Thierry and Riccardo are two outstanding drivers with whom my contacts are very rewarding. Unfortunately we don't see one another very often. Even as a test driver, each time I meet them I learn something more about my job. They often have the answer to my problems and they don't stint on driving tips or hints about setting up the car. In short I listen to them - they're so much more experienced than I am! Sometimes Thierry himself comes along to test the active suspension Williams-Renault which gives the engineers the chance to have two test drivers on call!"

10. Will you be a test driver for the rest of your days?

MB: "I certainly hope not and it's not my intention. My goal today is to get a Formula 1 seat for 1991. I've spent eight months doing Grands Prix in my own little corner so I've had plenty of time to build up my motivation! In any case there's no shame in being a test driver, quite the contrary. It is exceptionally good preparation for that step up and anyway a little part of every Williams-Renault victory belongs to me. I'm a vital cog in the team's machinery. When I go and offer my services to team managers at the end of 1990 I will be able to say to them I was THE test driver for Williams-Renault, one of the best three teams in the World Championship. That's quite a calling card, in fact you couldn't wish for a better one. Nigel Mansell is giving up racing, Derek Warwick's thinking about it - soon there won't be any British drivers left in Formula 1! The ideal thing for me would be to secure a drive with an English team..."

PE

Thierry Boutsen: experience personified, occasional test driver!



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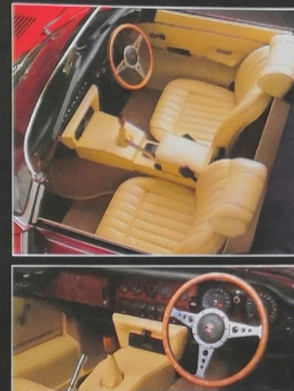
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Perched high up at the back of Monza's splendidly permanent main grandstand, I inevitably find myself thinking, at long last, I've returned to a circuit with a soul. Cynicism is the journalist's stock-in-trade, so they say, and it is certainly necessary to develop a thick skin when dealing with some of the off-track, pseudo-political dramas which bedevil the overintense, myopically introspective world of Grand Prix racing in the 1990s.

Yet I defy anybody not to be impressed with that view, out across the huge start/finish apron, to the pits which, prior to the 1989 race, remained essentially unchanged since the Vanwalls took on the Maseratis some thirty years ago. It brings a tear to the eye, stimulating the most jaded palate. Monza. Nowhere else on earth reminds me so vividly just why I wanted to become a motor racing writer.

In 1988, of course, we had a treat, rare and unexpected. I must confess that the combined effects of the Italian sun, a glass or two of Barolo at lunch and another Ayrton Senna/McLaren runaway were beginning to weigh rather heavily on my eyelids. With two laps to go, just as half the press grandstand edged towards the world of dreams, we were roused from our impending slumber by the sight of the leading McLaren being turfed unceremoniously off the circuit by Jean-Louis Schlesser's Williams.

A computer couldn't have worked out the permutations quicker than the partisan crowd. A Ferrari victory was in the bag, and they bayed hysterically as one. More than that, it was a 1-2. And they don't occur very often. Sure enough, we were all treated to that spine-tingling sight of Berger leading Alboreto up out of Parabolica to take the chequered flag. It was a sight we hadn't

Alan Henry's F1: Monza Memories with Phil Hill

by
ALAN HENRY

witnessed for nine long years.

There have been nail-biting Ferrari victories at Monza in the past. Some have been crucial steps towards the World Championship (Surtees '64), others glorious one-offs (Scarfiotti '66). Regazzoni's 1970 triumph came in the wake of the tragic fatal practice accident which claimed Jochen Rindt's life, turning the weekend into a strange blend of distress and elation. Clay did it again in '75, then Scheckter clinched his championship when Gilles Villeneuve sportingly stayed behind him to finish second four years later.

There was one man in the Monza paddock last year whose Grand Prix experiences had encompassed pretty well all the emotions in the

book. A man who knew Ferrari's modus operandi inside out, from first-hand experience. The man who won at Monza 28 years earlier and, amidst scenes of confusion and sorrow, became the first of only two Americans so far to win the World Championship - Phil Hill.

Never can a World Championship battle have been resolved more poignantly, brutally, than that for the '61 crown. With only two races to go - Monza and Watkins Glen - the contest came down to a two-horse race between Maranello team-mates Hill and his aristocratic German rival Wolfgang von Trips. Hill won the race, took the title. Trips was killed, along with fourteen spectators.

Almost three decades later, Phil reflected on that pivotal weekend with characteristic lucidity and deep thought. One of the few racing drivers, retired or otherwise, with the ability to rationalise and explain his feelings in any depth, he admits to feeling vaguely uncomfortable about the way in which he and von Trips were popularly portrayed as bosom buddies, life-long friends.

The reality was slightly different. Like Alain Prost and Ayrton Senna at McLaren in 1988, their partnership was cordial, but not close.

"That's how it was with Trips," Phil says candidly, "because I didn't really identify with him at all on a personal level. He was a happy-go-lucky, have-a-ball sort of guy and I really wasn't. I could enjoy myself right enough with people I knew well, close friends, but not with Trips. He was an enormously extrovert personality who achieved what he did despite what I saw to be a major lack of caution."

Of course, they came



... and tragedy for team mate Trips at the same race

from dramatically different backgrounds. Wolfgang, Graf Berghe von Trips, sprang from the German aristocracy, grew up on the large family estate near Cologne and, throughout his life, was an uncomplicated 'gentleman player.' He never aspired to any great technical understanding of what made his racing cars work, as evidenced from a possibly apocryphal tale stemming from 1961. Trips is said to have been sitting in the pits when he heard a mechanic mutter to a colleague 'we'll need to fix that broken rollbar.' Slightly confused, Trips looked up at the rollover bar on his Ferrari and inquired just where, precisely, was the break!

In his formative years, von Trips had more than his fair share of shunts, but by 1961 he was nicely mature, relaxed and in control of himself. A year younger than the German, Phil Hill hailed from a comfortably-off California-based family and served his racing apprenticeship in the US West Coast enclave which also threw up fellow stars Dan Gurney and Richie Ginther. Through sports cars he eventually found his way into Ferrari's Grand Prix line-up by the end of 1958. The obsessive way in which he approached his racing reflected a perfectionist streak. A worrier, the high-pressure environment prevailing at Ferrari in 1961 frequently tripped his hair-trigger temper and produced fits of exasperation.

Phil has admitted in the past that he had little time for the devil-may-

care attitude brought to bear by Mike Hawthorn and Peter Collins when he was trying to get into the Ferrari F1 team in '58, so with Trips coming out of the same mould it was hardly surprising they were distant. Add to that what he describes as "a good deal of back-biting in the team throughout 1961" and the atmosphere must have been electric as the Ferrari team lined up to do business at Monza over the weekend of September 8-10.

"Ferrari just hated hearing anything critical of his cars, so he said maybe I ought to put my foot down a bit."

Hill, von Trips and Richie Ginther all turned out for the Italian Grand Prix at the wheels of the latest specification type 156, fitted with the more powerful 120-degree Dino V6 engine. In addition, the pressure on the established drivers was sustained by the inclusion in the team of 19-year-old Riccardo Rodriguez, tremendously talented, devastatingly overconfident and bankrolled by his wealthy father, plus Giancarlo Baghetti, the first-time Reims winner whose car was nominally entered by the Milanese Scuderia Sant'Ambroeus.

The combination of road and banked circuits were pressed into use for this event, tackled by Rodriguez with an almost worrying nonchalance. Trips had to work flat-out to beat the precocious Mexican kid to pole position, with Ginther on the inside of the second row ahead of Phil who had been fuming about a down-on-power engine he'd been forced to use during the second day of practice.

"They always used to break the lap into two sections for timing purposes," he explained, "clocking your time on the banking and then adding it to your time for the balance of the lap. My car was losing about a second just on the banking which should have told the team something - and I got into a little argument with Enzo Ferrari when he asked me whether anything was wrong."

"I told him that the windscreen was too low, that my head was rattling round so much that I couldn't see what the hell was going on. I'd asked for a little lip to be fitted to the top of the perspex screen, just like Gurney used to use, and they'd somehow managed to fix the lip on the wrong way round. Well, Ferrari just hated hearing anything critical of his cars, so he said maybe I ought to put my foot down a bit. To be honest, it was quite an unpleasant time..."

Not that this was Phil's only problem prior to the race at Monza. At the end of one practice run he suddenly found he had become temporarily deaf in one ear. "A doctor



Hill, Monza 1961: triumph

with a huge syringe and a nurse with a little white bucket were duly produced and away we went," he recalls with some amusement. However, once this problem had been sorted out, he rounded off practice by 'demanding' a new engine for the race.

"I'd never done anything like that before," he admits almost sheepishly. "It was a desperate demand on my part. I thought, Dammit, this engine isn't any good, so I want another one. It turned out that my practice engine had more time on it than any of the others and had already broken several valve springs.

"During practice we'd got rid of some of the negative camber on the rear wheels, picked up about 150rpm or so and taken ourselves into the rev range where we knew the valve springs had always been critical. Moreover, mine had over-revved before we decided to change to higher gearing after the first day. We made that change because we knew the race would involve a lot of slipstreaming and, if we were revving that high when we were running alone, it was clearly going to be a lot worse when we were running together."

Hill's memories of the race itself are brief and to the point. "I got another engine, the rest fell out and mine lasted. In fact, my race engine was so good that I had no problem leading the race and setting fastest lap."

Of course, with their high gearing, the Ferraris started gently, allowing Jim Clark's Lotus 21 to get in amongst them on the opening lap, the Scot

coming round second behind Ginther. Hill was third from Rodriguez, von Trips and Jack Brabham's Cooper. Going into the Parabolica for the second time, von Trips, apparently failing to see Clark still alongside him, moved over on the Lotus, triggering the catastrophe which cost him his life. His Ferrari tangled wheels with Clark, then flipped over the bank and bounced along the spectator fencing against which the fans were tightly pressed.

The race ran its course with the contestants not appreciating the enormity of the tragedy. One by one the Ferraris succumbed to engine problems, apart from Phil's which endured to win by just over half a minute from Gurney's Porsche. The title was his.

Did Phil feel it was something of an anti-climax in view of the circumstances of the day? He was silent for a few seconds. "I don't know whether anti-climax is the right word. It was fraught with great disturbance and confusion - yet I can't say I was not happy to win the championship - in spite of everything. Our selfish needs are gratified even in the face of the worst happenings, and still have a value. That's how it was for me.

"I'm not the same person as I was then, but my reaction might have been entirely different had it been somebody I was really close to. To some extent it was difficult for me to say that I wasn't close to Trips, because everybody wanted him to be my bosom buddy. What do you do when

people treat you that way? I was completely screwed, unable to express my emotions adequately."

Phil admits he sensed that something was wrong by the infinitesimal pause from Ferrari chief engineer Carlo Chiti when he asked him "Trips?"

"There were just too many beats before he answered," says Phil. "I had fears about it and had difficulty concentrating all the way to the rostrum. I couldn't keep my mind straight. I was on automatic pilot, if you like, until I got official word."

Ferrari subsequently missed the United States Grand Prix, denying the new champion his chance of performing on home soil. Yet, far from being bitter about that, Phil fully understood the reasoning behind that decision at a time when there was a lot of pressure on the Old Man.

"Yes, I was disappointed we didn't go to Watkins Glen, but it was no big deal," he admits. "I had been with Ferrari long enough to know that he might well use the Monza tragedy as an excuse not to go. He didn't have to, of course, because the Championship was sewn up. People criticised Ferrari's attitude after Monza, but he was just shaping up to reality. Racing drivers can die.

"He'd been around long enough and handled enough of these situations, so it wasn't callousness in any way shape or form. Just a conditioning produced by decades of what he had been through..."

PE

Hill (left) didn't have Hawthorn's devil-may-care approach



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After some eighteen years of storing cars in lock-up garages, I am delighted to announce the recent acquisition of 5000 sq. ft. of warehousing to accommodate what is possibly the greatest collection of AC Cobras in the world, as well as several other truly historic sports-racing & GT cars. The photo below shows only part of the total stock listed, and the other vehicles offered for sale are now viewable at Nostalgia's new premises, but by appointment only, please.



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- 1949 EX-WORKS HEALEY SILVERSTONE ALPINE - Ch. No. 101. 2nd overall Alpine Rally, ex-Healey/Appleby/Schubert. (Not shown).
- 1950 EX-WORKS TEAM HWM-ALFA GRAND PRIX - Ch. No. FB 181. 2nd overall Naples GP, 3rd overall Bari GP etc. ex-Moss/Alcazar. (Photo at sportsman - conversion takes 10 minutes).
- 1958 AC ACE-FORD RUDOLPH 2.6. Coupe des Alpes entries 1958/9; ex-Ken Rudd. 170b.h.p. Stage V Map engine. 45,000 original. (Not shown).
- 1966 AUSTIN-HEALEY 3000 MK 3 V8 - Left hand drive. Fitted with Cobra 5 litre V8 engine (some performance), otherwise as original. (Not shown).
- 1972 AC 428 FRLA D.L.C. Only 26 built, this the last of 5 with manual gearbox. 32,000 miles. Simply the best! (Photo).
- 1976 (D) LAMBORGHINI COUTATCH QV. 1 owner. 11,000 miles. Black.
- 1989 (F) FERRARI 328 GTS. 1 owner. 12,000 miles. Red. All options. } REALISTICALLY PRICED
- 1964 (Model) AC COBRA 280 MK 2. Total Aston Martin reconstruction, with Matheval 300 + 5hp engine. (Photo).
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- 1988 (F) AC COBRA 302 MK 4 - Standard 240bhp - UK spec. 1 of only 4 with hard and soft tops. 1,800 miles & as new. (Photo).
- 1989 (G) AC COBRA 302 MK 4 - Standard 230 bhp - UK spec. Dark blue with white stripes. 63 miles from new. (Not shown).
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Of all the teams in Grand Prix racing today, Ferrari is the only one which was active when the World Championship was inaugurated in 1950. The 1.5-litre supercharged Ferraris were not successful that year - they did not even compete in several races - but for 1951 Ferrari produced a 4.5-litre naturally-aspirated car which finished second at Berne, Spa and Reims and won its first championship race at Silverstone in the hands of Froilan Gonzalez. Two weeks later Alberto Ascari recorded victory number 2 at the Nurburgring, and followed this up with a further win at Monza; had there been a Constructors' Championship at that time, Ferrari would have finished a close second to Alfa Romeo.

In 1952, due to a lack of competitive Formula 1 machinery, the championship was for Formula 2 cars, which had a maximum capacity of two litres. This was generally beneficial to Ferrari, who won all seven championship races - six of them and the title going to Ascari.

In 1953 there were eight championship races. Ferrari won the first seven and Ascari, with five wins, was again champion; the team's other winners, in France and Germany, were Mike Hawthorn and Giuseppe Farina.

Formula 1's First Centurions: Ferrari

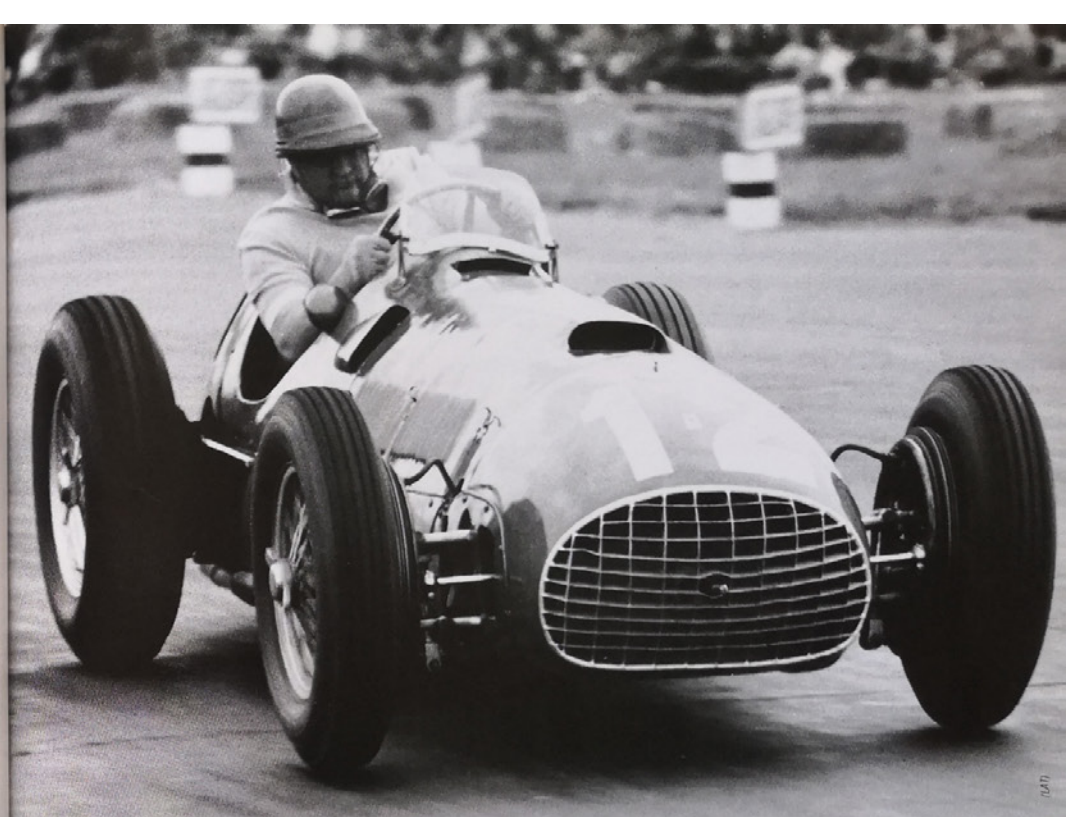
by
DAVID PHIPPS

For 1954, however, the championship would be contested by cars built to a new 2.5-litre Formula 1, and among those building such cars were Mercedes-Benz, Maserati and Lancia. Ferrari had two completely different cars, the 625 and the Squalo, but both had four cylinder engines (again

completely different) which could not really compete with the opposition's six- and eight-cylinder units; nevertheless, Gonzalez managed to win at Silverstone in a 625, and Hawthorn at Barcelona in a Squalo.

For 1955 the Squalo was developed into the Supersqualo but the year brought only one win, by Maurice Trintignant at Monaco in an obsolete 625. However, when Lancia withdrew from racing following Ascari's death in a sports car testing accident, the Lancias and their V8 engines were handed over to Ferrari and were used to good effect in 1956, winning at Buenos Aires, Spa, Reims, Silverstone and the Nurburgring. As a result, Ferrari decided to carry on with these cars for 1957, only to find them outpaced by both Maserati and Vanwall; but for errors of judgement of this kind, Ferrari's 100th championship victory could well have been recorded much earlier.

The Formula 1 Constructors' Championship was introduced in 1958, by which time an all-new V6 Ferrari had been produced, based on the company's 1957 Formula 2 car. This won at Reims (Peter Collins) and Silverstone (Mike Hawthorn), and with four seconds and a third Hawthorn also became World Champion. During the year both Luigi Musso



This Page: Monza 1953: Ferraris at home - Farina leads Ascari with Fangio and Marimón (both Maserati) in pursuit
Opposite Top: Ferrari's first - Gonzalez, GB 1951
Opposite Bottom: Ferrari's century - Prost, France 1990





Sometimes things don't go so well: Castelletti's Lancia-Ferrari looks the worse for wear at Monaco in 1955

Same place 20 years later: Lauda gives Ferrari win number 53



Brazil 1990: Prost and Ferrari head arch-rivals Senna and McLaren



and Peter Collins died in Ferraris, and at the end of the season Hawthorn announced his retirement - only to be killed in a road accident a few weeks later.

1959 brought two more wins for the 246, at Reims and Avus, but elsewhere the front-engined Ferrari was no match for the rear-engined Coopers which won five of the year's eight races. And in 1960 the Ferraris were even more outclassed, winning only at Monza - and that only because the British teams boycotted the race due to the use of the "combined" circuit, which included the very rough banked oval.

For 1961, however, Ferrari had a head start on the opposition, with the powerful 1.5-litre Dino V6 engine behind the driver in a multi-tubular chassis; the outcome was five wins in eight races, with Phil Hill becoming World Champion and Ferrari receiving his first Constructors' Cup; the downside was the death of Wolfgang von Trips at Monza.

In 1962 the V6 Ferraris were no match for the V8-engined cars produced by BRM, Lotus, Cooper and Lola, and finished only fifth in the Constructors' Championship. Extensive testing and a new driver line-up culminated in a win for John Surtees at the Nurburgring in 1963, but a further twelve months were to elapse before Surtees repeated this victory in the 158, with its V8 engine and semi-monocoque chassis. The next race was in Austria, on the very bumpy Zeltweg airfield, and was won by Lorenzo Bandini in a 156 after most of the opposition (including Surtees's 158) had dropped out with chassis failures. And at Monza Surtees's 158 made it three in a row, second places in the final two races bringing him the Drivers' Championship and Ferrari the Constructors' Championship.

As was so often the case, the momentum was not maintained in 1965, despite the availability of a flat-12 engine as well as the V8. But there were great hopes for 1966 and the new 3-litre formula, for which Ferrari produced a new car with a V12 engine. However, Surtees left the team after winning convincingly at Spa, and the year's only other success was recorded by Ludovico Scarfiotti at Monza.

The next three years were even worse. The engines were far from reliable, and the cars in which they were fitted were no match for the smaller, lighter cars built around the Repco and Cosworth V8s; the only win during this period was recorded by Jacky Ickx in 1968 at Rouen. And in 1967 Lorenzo Bandini was killed in a

fiery accident at Monaco.

1970 brought the 312B, which won four of the last five races; Ickx and Regazzoni finished 1,2 at the Osterrehring, Mosport and Mexico City, and Regazzoni won at Monza. It also won at Kyalami (Mario Andretti) and Zandvoort (Ickx) in the early part of 1971, but after that the momentum fell away again and, except for Ickx's victory at Nurburgring in 1972, there were no more successes for nearly three years.

For 1974 Ferrari had a new car, the 312B/3, a new driver, Niki Lauda, and a new team-manager, Luca Montezemolo; the combination was competitive from the outset and won at Jarama and Zandvoort, while Regazzoni won at the Nurburgring and finished second in the World Championship, with Lauda fourth.

In 1975 Lauda was World Champion, with wins at Monaco, Zolder, Anderstorp, Ricard and Watkins Glen; with Regazzoni winning at Monza, Ferrari also took the Constructors' Championship. There was another Constructors' title in 1976, but after winning at Interlagos, Kyalami, Zolder, Monaco and Brands Hatch, and being very badly burned at Nurburgring, Lauda lost the Drivers' title by one point after refusing to race in heavy rain at Fuji; Regazzoni was fourth in the championship and won at Long Beach.

1977 brought a third successive Constructors' Championship, with Lauda winning at Kyalami, Hockenheim and Zandvoort and Reutemann at Interlagos. Lauda also won the Drivers' title, but refused to take part in the final two races, saying (quite rightly as it turned out) that the 312T2 was no longer competitive.

In 1978 Lauda was replaced by Villeneuve and Ferrari switched from Goodyear to Michelin tyres for the new 312T3; the year brought four wins for Reutemann (Rio, Long Beach, Brands Hatch and Watkins Glen) and one for Villeneuve (Montreal). In 1979 Reutemann was replaced by Scheckter, who won at Zolder, Monaco and Monza and became World Champion. Villeneuve won at Kyalami, Long Beach and Watkins Glen and Ferrari was champion constructor but was lagging technologically - particularly in the harnessing of ground effects; in addition, the Ferrari flat-12 engine had finally reached the end of its useful life.

It was thus anticipated that 1980 might not be a particularly good year, but tenth in the Constructors' Championship, with drivers of the calibre of Scheckter and Villeneuve, can only

be construed as disastrous. However, Ferrari did have a 1.5-litre turbo engine under development, and in 1981 Villeneuve used this to win at Monaco and Jarama.

1982 brought wins for Pironi at Imola and Zandvoort, for Tambay at Hockenheim and for Ferrari in the Constructors' Championship; it also brought the death of Villeneuve in a qualifying accident at Zolder. Wins for Tambay at Imola and for Arnoux at Montreal, Hockenheim and Zandvoort helped to secure the 1983 Constructors' title, but the next three years produced a total of only three wins for Alboreto - at Zolder in 1984 and at Montreal and Hockenheim in 1985. This was the era of first TAG and then Honda dominance, and Ferrari did not win again until the end of 1987, when Berger triumphed at

both Fuji and Adelaide.

Berger scored a surprise win at Monza in 1988, and in 1989 the John Barnard-designed 640 won first time out at Rio, in the hands of Mansell; Mansell won again, brilliantly, in Hungary, and Berger won a controversial race at Estoril. This year Prost notched up wins 98 and 99 at Interlagos and Mexico City, and made it 100 at Paul Ricard on July 8; currently the indications are that the second hundred will come considerably faster than the first.

PE

Grand Prix Victories Ferrari's Closest Rivals to GB 1990			
Team	Years	Races	Wins
Ferrari	40	463	100
McLaren	24	337	83
Lotus	32	417	79
Williams	15	256	42
Brabham	28	366	35
Tyrrell	20	277	23



Tyrrell Technology Group's innovative 019 has proved one of the most exciting cars in the 1990 field.

Interestingly, the Tyrrell 019 is the first monocoque in Formula One to fully comply with the stringent 1991 FISA requirements on structural integrity, providing the driver with improved protection from his survival cell.

AERODYNAMICS

1) The famous kinked wing concept lifts the underside some 15-20 cm off the ground (2). This allows more air to flow in under the car, producing more suction and improving underbody aerodynamics.

3) The front wing sidefins are long and curved to obtain smoother airflow at the inside of the wheel, and to protect the front wing airflow from the turbulence of the tyres. This gives more downforce and lowers overall drag.

4) The unique one-damper front suspension allows the nose to be very sleek.

5) Compared to the Tyrrell 018, the windshield and cockpit instruments have been lifted slightly, giving a more comfortable driving position. The windshield is removable, giving access to the damper. The monocoque has an aerodynamically curved surface.

6) As on all current Formula One cars, the air intake for the engine is above the driver's head. The air is fed through an interior air channel to the Ford Cosworth DFR 3500cc V8 engine.

7) A low engine cover is important, in order to give maximum room for fresh undisturbed airflow, leading onto the rear wing.

8) A small air scoop for the gearbox oil cooler is neatly integrated in the rear end bodywork, as on the Tyrrell 018.

9) The sidepods, which also are similar to those of the 018, are relatively low. All edges are rounded to minimize turbulence. The pods have narrow air intake (for the water radiators). They widen round the

Drawing Board: Tyrrell-Ford 019



by
**PETER NYGAARD
and BENT SORENSEN**

fuel tank (which is extended to the sides) to retain almost the same cross section area for the interior airflow. The pods narrow between the rear tyres, in order to give more room for the airflow around the inside of the rear wheels. The air from the pods escapes under the rear wing and so does not lessen its efficiency.

10) Classic rear wing, which generates downforce, increasing rear end traction. Different wings are used on different tracks. The low speed version is shown here. It is in two sections. The upper section is in three profiles; the third step is almost vertical and features a trim tab. A high speed version with three sections (where the profiles had much less inclination) was tried at Imola.

11) The rear end sweeps upwards, generating vacuum underneath. This gives extra traction. Note that small vertical fins are present, to preserve the vacuum.

12) Air scoop, for cooling the wheel bearing, the carbon-carbon brake disc, and the AP brake caliper.

FRONT END AERODYNAMICS

1) A 45°-degree wing connects the lifted nose (2) and the horizontal front wing (3). This new concept is the first major step in exploiting underbody aerodynamics, using aerodynamically curved shaped underside of the car and a flat plate for the floor, to comply with the regulations.

2) The arrow shape of the nose is clearly visible from the side. This gives more room for the airflow between the front wheels, giving less drag.

3) The front wing is in two steps. The inclination of the first is fixed, whereas the inclination of the second is adjustable: a steeper wing set-up is used at slow circuits (more downforce and more drag), giving best overall efficiency.

4) The sidefins are very long and curve on the inside of the front wheel to protect the front wing aerodynamics from turbulence.

5) The lifted nose (2) allows much more air to flow under the car than traditional nose designs. The underside gradually lowers (5). By the law of constant mass flow, the airflow is accelerated, giving more suction. More air flows under the entire car (6).

7) A shadow plate maintains flat bottom, as demanded by the FISA rules.

FRONT SUSPENSION

1) The outside front suspension parts are classic pushrod (1) for the vertical forces (e.g. the aerodynamical downforce and the weight of the car). The horizontal forces (e.g. from braking) are transmitted through the upper (2) and lower (3) wishbones to the monocoque.

2) The upper wishbone has been modified, compared to the 018. The new wishbone has a larger angle; it is mounted some 5 cm further to the rear, on the outside of the monocoque.

3) The lower wishbone is mounted inside the monocoque. Another neat detail: the

brake fluid pipe is located inside the hollow wishbone rod, rather than being taped to the outside, as most teams do. The Tyrrell design is intended to save a small fraction of the drag induced by the front suspension parts.

4) A single rocker, free to rotate on a transverse axle, connects both pushrods to a single spring/damper unit (5). This is a unique Tyrrell layout, which gives the same vertical displacements to both wheels. With a relatively inflexible rocker the front suspension behaves as if a very stiff anti-rollbar had been introduced.

6) These panels are removable, allowing access to the suspension parts and pedals.

7) The steering rod is on the same level as the upper wishbone to lower drag. The front wheel toe-in is adjusted by altering the length of the steering rods. This is done by adjusting the bolts.

ENGINE, GEARBOX AND REAR SUSPENSION

1) The Tyrrell 019 is powered by the standard 3500cc V8 Ford Cosworth DFR engine, which produces some 600 bhp.

2) Electronic engine management system.

3) The fuel injection is fitted between the air trumpets (4).

5) Water cooler situated in each pod.

6) Central water tank: spare water for the cooling system.

7) There is a small heat exchanger box (engine oil - cold engine water). This concept, used on most F1 cars, saves weight by avoiding an engine oil cooler.

8) Unlike all other current Formula One cars, the exhaust pipes of the Tyrrell 019 do not end under the rear end floor. The underside of the floor is therefore completely smooth.

9) The 3-plate clutch from AP is in carbon fibre for weight savings reasons.

10) The floor is supported by braces, to avoid vibrations.

11) The engine oil tank is built into the 6-speed longitudinal Tyrrell designed gearbox (12), which has Hewland gear wheels. The gearbox, which was introduced last year, is situated in front of the rear axle, to allow the rear end to sweep upwards over the entire width, and for better weight distribution (more weight to the front).

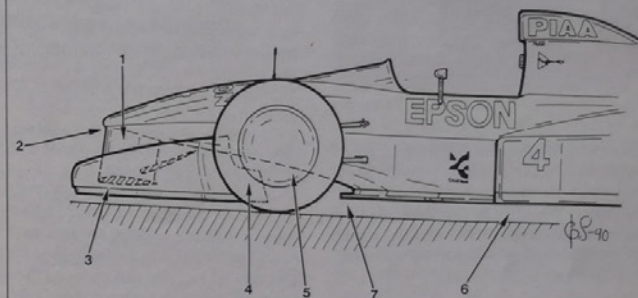
13) The gearbox oil cooler is mounted at the very end of the transmission, just in front of the rear wing support.

14) The rear suspension is also identical to the 018: double wishbone (14), a transverse rod (15), and pushrod (16) operating the vertical mounted spring/damper (17) by rocker (18). The transverse rod, which gives extra stability, is used to alter the toe-in of rear wheels: length adjustable by bolts.

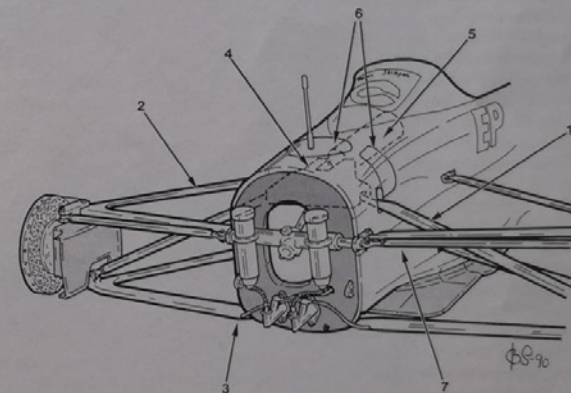
19) Mounting points for the torsion anti-roll bar. It is, however, seldom used as the front suspension really does not allow the car to roll in the corners.

20) Note that there is no sharp edge between floor and sidepod bodywork; it is rounded in order to lower drag.

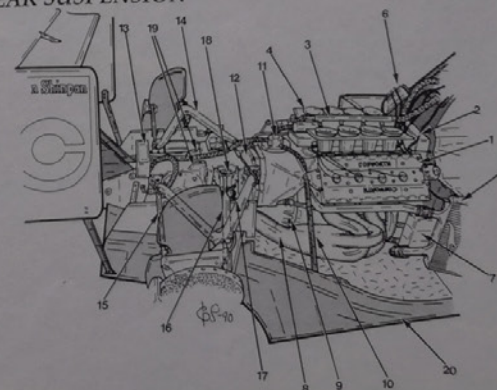
FRONT END



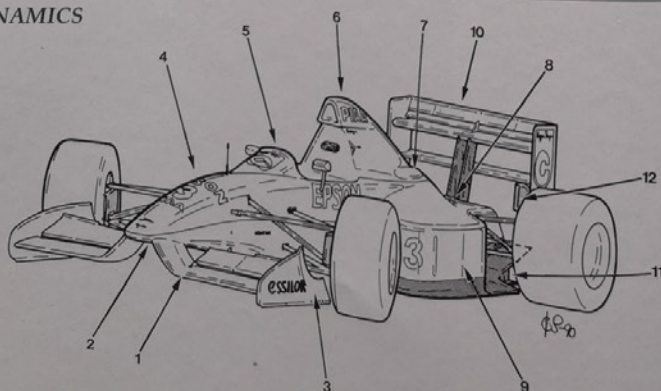
FRONT SUSPENSION



ENGINE, GEARBOX AND REAR SUSPENSION



AERODYNAMICS



F1

IN THE MARKET PLACE Whose Money Next?

David Phipps assesses the
Future of Sponsorship



This month's feature follows on from our look at Marlboro's presence in F1 and asks pertinent questions about the future backing of the sport should tobacco manufacturers be forced out by the changing climate of opinion, legislation or whatever.

It is widely believed that Grand Prix racing is becoming more and more popular, attracting larger and larger television audiences, and that more engine manufacturers and sponsors want to get involved.

Considerable weight is lent to this supposition by the cover of the 1989 Broadcasting Statistics, entitled OVER 17 BILLION VIEWERS - presumably meant to imply that this is the current television audience for Grand Prix racing.

Closer examination reveals that over 12 billion of these 17 billion come under the heading "Total Viewers News Coverage", which means that the annual audience for race coverage is actually 4,015,902,000 - an average of just over 250 million per event. Unfortunately 138,107,000 of these are in China, a country where most spon-

sors' products, however desirable, simply are not available.

Even without the News Coverage or the Chinese contribution, the television audience figures are still very impressive, but it is unlikely that the majority of viewers notice more than a few of the brand names displayed on competing cars. Is the television exposure they receive sufficient to justify the large sums currently being expended by F1 sponsors, or the even larger amounts being asked of newcomers?

Before 1968, when F1 cars could be built for a few thousand pounds and drivers' retainers rarely exceeded four figures, Grand Prix racing was funded largely by the oil companies and by "starting money" - the highly negotiable amounts paid to competitors by race organisers. Then Colin Chapman followed a practice he had first observed at Indianapolis by painting his cars red and selling advertising space to John Player & Sons, who at the time were promoting their Gold Leaf brand. Within a few years most Formula 1 cars had become mobile billboards, and the pursuit and servicing

of sponsors had become a major feature of F1 life. At the same time FOCA had established prize funds which ensured that all competitors were sure of some remuneration, though this has rarely made more than a partial contribution to overall costs.

F1 sponsors can be divided into two categories, tobacco and non-tobacco. During the 1980s, as conventional means of advertising were increasingly denied them, the tobacco companies found motor racing more and more attractive; even in countries which did not allow their names to appear in televised events they still got their message across by means of logos or colour schemes. How much longer they will be allowed to do even this remains in doubt, but it does seem likely that within a few years they will be legislated out altogether, at least in Europe - which will, of course, result in the loss of a very significant proportion of Formula 1's current budget.

When Marlboro is no longer allowed to sponsor McLaren, it will not be McLaren who suffer so much as the teams whose non-tobacco sponsors choose to switch allegiance. And unless an alternative source of revenue is found, the overall effect will not merely be the elimination of pre-qualifying, it could well mean that there will no longer be any need for qualifying other than as a means of establishing the starting order.

For some time it has been argued that the arrival of new Japanese owners, sponsors and engine suppliers will more than compensate for the loss of cigarette money.

Over the past winter, there certainly has been an upsurge of Japanese ownership - though not, to date, of additional Japanese sponsorship. First ESPO took an interest in the Larrousse Lola team, then Footwork bought Arrows, and finally Middlebridge bought Brabham; with Leyton House already having taken over March, Japan suddenly had a considerable interest in the mid-field as well as a big influence at the sharp end as a result

of Honda supplying engines to McLaren - and, from 1991 onwards, to Tyrrell. (On the latter subject, it would be interesting to know whether Tyrrell's engines will be supplied free of charge?)

Before getting carried away by this oriental orgy, or worrying about the prospect of the Japanese taking over completely, it would be helpful to know the motives of the various new owners. Are they expecting to make money out of Formula 1? Will they remain enthusiastic if they do not achieve success, normally equated with regular appearances on the podium? How, for instance, did Leyton House react when their 1988 front-runners both failed to qualify for two of the early races of 1990, before that spectacular return to form at Paul Ricard? Will the Yamaha V12 be good enough to increase Brabham's tally of 35 Grand Prix wins? And will Footwork's business interests expand sufficiently to cover regular bills from Porsche?

If, as some maintain, increased Japanese ownership is the key to increased Japanese sponsorship, and if those concerned all have blue chip sponsors lined up, the future could well be very bright. If not, the kudos of owning a Formula 1 team - particularly a not-very-successful F1 team - could quickly evaporate.

Assuming that legislation does eventually lead to a decrease in the contribution of the tobacco companies, and that the new Japanese owners (not to mention the old European ones) grow tired of paying ever-increasing bills, what will the situation be three or four years hence? Will teams find a way of running on reduced budgets? Will the top drivers agree to salary cuts? Or will F1 really go into a decline?

The solution, of course, is for the motor manufacturers currently spending large sums on a category which attracts few spectators and has virtually no television coverage - the World Sports-Prototype Championship - to switch over to Formula 1. By

1992 they will all have 3.5-litre racing engines, and they could all turn them into Formula 1 units.

Even if they can't all win, it must make more sense for Nissan, Toyota and Mazda to feature in F1 than to spend large sums on WSPC racing and still get beaten - particularly as WSPC racing means very little to the man in the street. For Nissan and Toyota, both automotive giants, the problem is that neither believes they can compete with the dreaded Honda.

For Mercedes the situation is somewhat different. They know they are the best, and could not face being beaten on a regular basis - though if they supplied engines to a top team it is unlikely they would be.

Peugeot is planning to enter WSPC racing later this year, and is expected to be highly competitive - and would

A MARLBORO POSTSCRIPT

Decisions by leading European politicians in the last four months could spell the end of tobacco sponsorship throughout Europe in the next four years.

In March the European Parliament expressed a desire for a total ban on all forms of tobacco promotion, and more recently the European Commission has signalled its intention to implement a total ban as early as 1993.

The two decisions have been greeted by a storm of protest from the tobacco industry, claiming that after years of responsible self-regulation they have not been consulted.

"The irony of the situation", says Walter Thoma, President for Philip Morris (EEC), "is that all this pressure is based on a false assumption - that advertising and sponsorship by cigarette companies can turn non-smokers into smokers. Of course, elementary logic tells us this is not the case. Advertising and sponsorship can help a company take market share away from its competitors, but no amount of marketing can make someone buy something if he or she doesn't want it or doesn't like it."

Philip Morris, manufacturers of Marlboro cigarettes, argue that the ban on tobacco advertising, if it passes unchallenged, will be the start of a "domino effect". Similar treatment could follow for alcohol, food and pharmaceuticals.

Advertising restrictions are not new to the industry even in motor racing. Although they are self-regulated, tobacco signage is not allowed in Germany and partial bans (on either the cigarette brand name or logo) apply in Britain and France.

As the sport's biggest sponsor, Philip Morris will be hardest hit if the new trend becomes law.

BYRON YOUNG



Whose name will replace the missing one?

As tobacco fades into the background, will Nissan and others leave WSPC and come into F1?



GAULD MINE

In conversation the other day someone asked me about female Grand Prix drivers and for a moment I was not sure just how many had actually competed since the World Championship began but I thought it was three.

Like most motoring journalists I have my files and my records and the first place I delved was the classic Marlboro Grand Prix Guide followed by a relatively new book called the Almanaco Illustrato dell' Automobilismo which is published by Edizione Panini in Modena. Both are elaborate statistical references which must have given the respective authors sleepless nights. Imagine my surprise then when I found that one female driver who competed in a Grand Prix was not correctly listed. That driver was the South African Desire Wilson who was heavily promoted by John Webb at Brands Hatch and who eventually ran in a Grand Prix, her home South African Grand Prix, in February 1981.

I checked with the Marlboro book again and it doesn't even list Desire

Wilson as having competed in a Grand Prix and the Panini book is not exactly correct as it has her down as having competed in two.

The other event was the 1980 British Grand Prix at Brands Hatch when she ran a Williams FW07 entered by John MacDonald's RAM team. Unfortunately she did not qualify but for the record neither did Keke Rosberg with the Fittipaldi and Jan Lammers with the Ensign. Where the confusion arises is that in the Italian record book the V. Wilson who is credited with two starts is given dual GB and USA nationality which is what put me off the scent at the beginning.

Be that as it may, Desire Wilson fared a bit better at Kyalami in 1981 when the promoters were keen to have a native South African competing in the race. They came to an arrangement with Magirus-Deutz, the tractor company, to sponsor her and three teams were approached to rent a car to her, Brabham, ATS and Tyrrell. Desire chose the Tyrrell not realising that it was in fact the most expensive deal!

Monza '58: F1 has just met a girl named Maria...



This Month: The Distaff Side of Formula One

She qualified the Tyrrell, despite two spins, alongside John Watson's McLaren towards the back of the grid but ahead of Derek Daly's March, Geoff Lees' Theodore and Eliseo Salazar's March. She stalled at the start but retired on the 52nd lap when she spun and damaged the car.

The first female to race in a World Championship Grand Prix was Italy's Maria Teresa Di Filippis who bought her own 250 F1 Maserati and competed in three Grands Prix in the 1958 season. Her first actual Formula 1 race was in the Syracuse Grand Prix on April 13 1958 and she only sat in the car for the first time the day before Maserati's test driver Guerrino Bertocchi handed it over to her having gallantly tied a little blue ribbon behind the seat to bring her luck. Because of her small size the Modenese coachbuilder Fantuzzi had made a special seat for her so that she could reach the pedals. Maria was no first timer as she had been racing for ten years before this in various OSCA and Maserati sports cars.

The story is told that when she first went out to practise the car she found herself alone on the circuit as all the other drivers like Bonnier, Musso, Gregory etc., were watching her. It was Ferrari driver Luigi Musso who called her in and complimented her and then told her to go out and follow him and he would show her the proper lines round the circuit.

Today Maria, who is 62, is the efficient Secretary of the Club Des Anciennes Pilotes and still attends Grand Prix races and still enjoys life. She was the daughter of the Count of Serino and was a bit of a tomboy and a horsewoman. Her brothers bet her that she couldn't drive a car better than she could ride a horse and entered her in a local hill climb with a Fiat 500 Topolino. She promptly won her class and gained a special award. From then on, as they say, it was history.

In Syracuse she finished fifth with the Maserati and it is interesting that at the time Denis Jenkinson in *Motor Sport* commented that he raised his hat to the Italian sporting commission for letting her race claiming that the RAC had banned rally driver Nancy Mitchell, hill climber Patsy Burt and Jean Bloxham from competing in the

higher grades of motor racing.

Maria's first World Championship Grand Prix was the Belgian that year on the legendary Spa circuit. She had failed to qualify for Monaco but made it to the grid at Spa and finished 10th albeit last. The French Grand Prix organisers at Rheims refused her entry and the sad irony was that in that event Luigi Musso was killed and Musso was her former fiancé.

In Portugal she retired on the seventh lap in a borrowed Maserati after she had wrecked her own car against a telegraph pole and then she took part in her final Grand Prix, the Italian Grand Prix at Monza. I was at the race and took the picture reproduced here of a saddened Maria in her usual sweat shirt sitting on the grass shattered and almost in tears as she threw a connecting rod with twelve laps to go when lying in fifth place. The following year she came to Silverstone for the Express Trophy meeting with Jo Bonnier's Maserati but she retired with broken transmission and this was the last time she raced a Formula 1 car.

In 1976 one English girl did get behind the wheel of a Grand Prix car when Divina Galica practised a Surtees TS16 at Brands Hatch in the British Grand Prix but didn't qualify.

The most prolific female Grand Prix driver, however, was another Italian, Lella Lombardi, who competed in no fewer than 12 World Championship Grand Prix races starting with the South African Grand Prix in 1975 with a March Cosworth and ending with the Austrian Grand Prix of 1976 with a Brabham. Like Maria Teresa she is a tiny driver who always seemed to be dwarfed by the car but she had great determination and in fact she is the only woman to have her name in the Grand Prix hall of fame as she was credited with a half point. The reason was that the race, the Spanish Grand Prix of 1975, was stopped after 29 laps which was more than a third but less than two thirds distance so only half points were awarded and Lella was in sixth place with her March with two other drivers behind her.

So the record of women in modern Grand Prix racing is not the most illustrious and as the sport gets more and more technical and with fewer and fewer girls moving up through the recognised channels a woman World Champion is probably as far away now as it must have appeared to those drivers at Syracuse thirty two years ago watching Maria Teresa Di Filippis who started it all.

PE



Lella Lombardi: unique place in GP Hall of Fame
Wilson had the Desire, lacked the success...



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One-Track-Mind

Coming up in September: the Italian Grand Prix, Sunday 9th



(Dominique Leroy)

Autodromo Nazionale di
Monza
20052 Monza (Mi)
Italy

Tel: (39) 39 32 98 66
Fax: (39) 39 32 03 24
Tlx: 31 64 34 AMONZA I

Accommodation: Monza's few hotels are usually booked up well in advance; the alternatives are to base yourself in Milan, or go north towards Como and the lakes, with a number of charming small towns and hotels on the main roads leading to Monza. Camping is possible but, inevitably, noisy.

The circuit

Previous Winners:

Alain Prost: 1981 (Renault), 1985, '89 (McLaren)
Nelson Piquet: 1983 (Brabham), 1986-87 (Williams)
Gerhard Berger: 1988 (Ferrari)

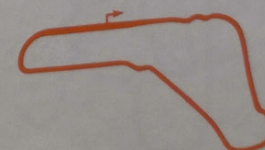
Getting There
The famous Autodromo di Monza is situated in a large park near the centre of the town, 15 kms north of Milan.

By car: from Milan itself, head for the A4 then main road SS36. Approaching from the north, follow the A9 to Como, then take the SS35 to Monza. From west or east the A4 to Milan, then just north of that city the SS36 to Monza, where the circuit is well sign-posted - and you can hardly miss the large wall that encloses the park.

By train/bus: networks converge on Milan, which has frequent departures for Monza from both Milano Centrale and Milano Garibaldi stations. The journey to Monza takes about 30 minutes; just outside Monza station you will find a bus service to the circuit (Vedano direction). There are buses Milan-Monza, but only if you have two hours to spare...

By air: Milan boasts two international airports, Linate (European flights) and Malpensa (outside Europe).

Monza is a major headache for traffic during race weekend, so parking in the centre and walking out to the track is a good idea. If you do take your car as far as the Autodromo, try to park outside the circuit confines or as close to them as you can.



Last year's winner:
Alain Prost (McLaren-Honda)

at its entry. The chicanes come at the end of the pit straight, where the cars turn left away from the banking, and just after the Curve del Vialone on the back of the circuit. In between come the famous Lesmo Corners, their name synonymous with one of the greatest theatres of Grand Prix racing over the years.

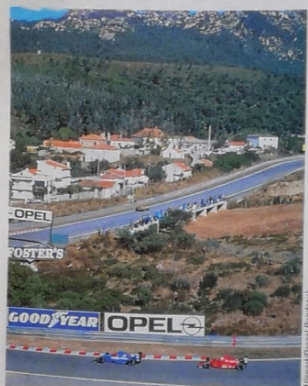
Being There

There are no half measures with Monza: you love or hate the place. The atmosphere can be electric, especially if Ferrari are doing well, and this year of course will be Nigel Mansell's last appearance for the Maranello team at their home Grand Prix.

As you would expect in Italy, good eating places abound, not least in the confines of the Park, where Saint Georges Premier is an expensive but excellent venue. A popular place with drivers and F1 personnel is Fossati in the nearby village of Canonica. Pasta, of course, and the robust Barolo red are prime targets for the serious eater at Monza.

The Ferrari faithful guarantee noise and jollity at night, while little towns like Vedano have bars and nightspots aplenty - and the delights of Milan, a major European city in so many respects - architecture, industry, fashion, sport - are only a relatively short distance away. The Duomo (cathedral), La Scala opera house, and museums are all well worth a look, just to prove you can enjoy F1 without damaging your brain.

Double-header: Portuguese Grand Prix, Estoril, Sunday 23rd...



(Alamy/Pascal Bonifant)

Autodromo do Estoril
Estrada Nacional
No.9 - Km.6
Alcabideche
2765 Estoril
Portugal

Tel: (351) 1 26 91 462
Tlx: 14 219 AUTODR P

Ticket enquiries:

Automovel Club de Portugal
Rua Roas Araujo 24
1200 Lisbon
Portugal

Tel: (351) 1 56 39 31
Fax: (351) 1 57 47 32
Tlx: 12 581 ACP P



(Dominique Levy)

Last year's winner:
Gerhard Berger (Ferrari)

Getting there

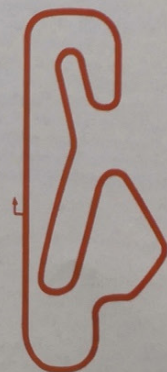
The Autodromo do Estoril is 7 kms north of that town, 9 kms south of Sintra and 35 kms west of the capital city, Lisbon.

By car: from Lisbon, follow the N6 to Estoril; in the town, turn right on to the N9. An alternative route from Lisbon is the N1 towards Sintra, then N9 southbound towards Estoril/Cascais.

By train: hardy travellers can catch a daily service from Paris Gare d'Austerlitz direct to Lisbon - but it takes 24 hours. Going via Madrid is another possibility. Lisbon's Cais do Sodre station links the city to Estoril (30 minutes), and taxis or buses are available in Estoril/Cascais to ferry you to the track.

By air: Lisbon's international airport connects with worldwide destinations. It is north of the city centre, but close to it - and soccer lovers will pass the famous Stadium of Light as they drive out of the airport through Benfica en route for Estoril.

Traffic is never such a problem at Estoril as elsewhere, despite there being just one main road to the circuit - provided you get in early enough. Those coming from the coast should go through Estoril to Cascais and up from there to avoid the Lisbon traffic.



The Circuit

Previous winners

Alain Prost 1984-87-88 (McLaren)
Ayrton Senna: 1985 (Lotus)
Nigel Mansell: 1986 (Williams)
Gerhard Berger: 1989 (Ferrari)

Estoril is a popular winter testing venue, and a track much enjoyed by the majority of drivers for the variety of challenges it presents. The right-hander after the pits - notorious for last year's Senna-Mansell clash - and the even more sweeping right-hander back on to the straight exert huge G-forces on the drivers, especially as the later is taken in 4th, up into 5th and into 6th on exit. The circuit has slow corners too, notably the left-hand hairpin behind the paddock and the right-left-right kink before the fast sweeper on to the straight.

Being There

The Iberian double-header is one of the most popular stages of the annual F1 season, though more visitors seem to favour Estoril than Jerez. Perhaps it's all that seafood, the sun and the cheapness of the place, although the locals are quickly catching up with the rest of the European economy. Estoril and Cascais are full of seafood restaurants, all of them good, some of them outstanding, while a short drive along the coast to the north will reveal other scenic and gastronomic delights. For those who prefer to be reminded of home, Cascais also has its "John Bull Pub" near the seafront, a popular rendez-vous over GP weekend.

Estoril also offers a highly-rated Casino, Sintra is of great historical interest, and Lisbon is a splendidly open city with several notable monuments, spectacular bridges and a host of things to see and do. Accommodation is available in Estoril and Cascais, though the relative proximity of Lisbon also makes it possible to use the capital as your weekend base.

... and the Spanish Grand Prix, Jerez Sunday 30th



(Dominique Levy)

Circuito Permanente de Jerez
Ctra de Arcos Km 10
Apdo de Corros 1709
Jerez de la Frontera
Spain

Tel: (34) 56 34 98 12
Fax: (34) 56 32 00 45
Tlx: 75 145 CIRJ E

Ticket enquiries

Oficina Gran Premio d'Espana
Porvera 6-8
Jerez de la Frontera
Spain

Tel: (34) 56 33 69 11
Tlx: 75 108



(Alamy/Pascal Bonifant)

Last year's winner:
Ayrton Senna (McLaren-Honda)

Getting There

The purpose-built Jerez facility lies 10 kms east of the town of Jerez de la Frontera, 110 kms south of Seville, 20 kms west of Arcos de la Frontera and 35 kms north-east of the port of Cadiz.

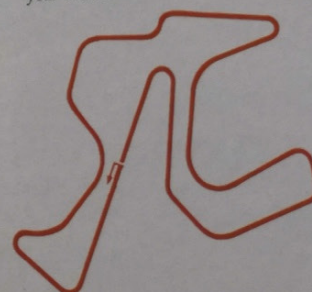
By car: from the north, take the A4 from Seville (Jerez exit clearly marked); from the east (Malaga), main road 344 to Ronda, then 339 and 342 to Jerez. In Jerez itself, follow the 342 towards Arcos.

By train: services from Madrid, Malaga and Lisbon converge on Seville. From there, some services go direct to Jerez (an hour and a quarter), others mean changing at Utrera. Taxi from station to circuit.

By air: Jerez's domestic airport connects frequently with Madrid, but most visitors fly in to Seville, Malaga or Gibraltar.

Roads to the circuit are few and therefore fairly crowded on race day, as local transport is virtually non-existent - but on the other hand, Jerez never boasts F1's biggest crowds...

Early booking is essential for hotels in Jerez itself, but the seaside resorts of Rota and Puerto de Maria have numerous places to stay. Camping at the track is not advised.



Previous winners

Ayrton Senna: 1986 (Lotus), 1989 (McLaren)
Nigel Mansell: 1987 (Williams)
Alain Prost: 1988 (McLaren)

The Circuit

The all-new Jerez facility was revealed to drivers only in 1986 and promptly yielded the most exciting finish of modern times when Senna's Lotus pipped Mansell's Williams by 14/1000ths of a second. The lay-out makes for close and often spectacular racing, though lap times tend to be slow in relative terms, and drivers have to go for broke when overtaking opportunities present themselves, as anyone who thrilled to the Alesi-Brundle battle last year will recall.

Being There

Jerez, with its orange-tree lined streets, offers a variety of good restaurants, from the elegance of the Hotel Jerez (Avenida Alcade) to more modest venues. Beware the sherry for which the region is famous: it is often drunk with the first three or four courses of a major meal and can have devastating effects! The local reds are also eminently quaffable, especially as accompaniment to a dish of paella.

Nearby Rota and Puerto de Maria have good beaches; you can visit the international sherry houses' "bodegas" for yet more tastings; and there are even bull-fights for those who don't get their fill at Grand Prix racing...

PE

FORMULA FUN

Williams turbo cars from FW09 to FW11B

Williams FW09 1983

Powered by the Honda RA 163-E engine the car appeared for the last race of the year at the South African Grand Prix, and looked rather nice in its ICI livery of white and yellow. As far as I know no model has been made of the FW09 (but if you know different please let me know).

Williams FWO0B 1984

The car had a longer wheelbase, and wider rear track and modified bodywork for 1984. But there was just one win for the team at the Dallas GP won by Rosberg from the Ferrari of Arnoux with Laffite finishing in fourth place.

Meri Kits produced a 1/43 scale kit of the FW09B: now very hard to find but well worth looking out for.

Williams FW10 1985

This was the first Williams drive for Nigel Mansell; the car now had a carbon-composite monocoque. Rosberg won in Detroit, Mansell memorably at Brands Hatch and Kyalami. Tameo Kits of Italy produce both the early-season FW10 and the FW10B so you can model the Rosberg winning car and Mansell's as well.

Williams FW11 1986

The FW11 in the hands of Piquet and Mansell brought Williams nine victories and the Constructors' Championship - the first for Honda's V6 turbo. Mansell claimed five of those wins to Piquet's four, but not, sadly, the result

in Adelaide that would have made him World Champion.

There are a few models of the Williams FW11 on the market: 1/20 scale kit by Tamiya Kits of Japan, the 1/43 scale kit by Tameo of Italy, also a 1/8 scale RC model by Tamiya, and even a rather nice little Scalextric 1/32 scale slot car with turbo flash.

Williams FW11B 1987

This was to be the last turbo Williams racing car; for the second year running they were top dogs, again with nine wins. Though Mansell outscored Piquet 6-3 he was again denied the title, this time by injury in Japan. The turbo era ended for the Didcot equipe when Judd engines were used to replace Honda in 1988.



The FW11B is produced by Tameo in 1/43 scale with two versions on the market, the early-season car (Imola), or the one raced in Japan/Australia. The car is also produced by Gungze Sangyo in 1/24 scale but it's not that good a kit.

Allen Syms
Just Cars Anyway

P.S. All the kind people who have written to me - over 500 letters so far - will receive their replies as soon as possible.

P.P.S.: F1 team paint colour chart. All the people who have written in for a chart will be sent one but demand has so far outstripped supply and I'm having to get copies done. Worry not, you will not be left out - I promise!

Letters: if you wish to write to me please do so C/O Prix Editions



(Alispa/Vahy/istat)

A SIDEWAYS LOOK AT 1984

1. Who was on pole position for the opening race?
2. With which team was Eddie Cheever driving?
3. How many races did Alain Prost win during the season?
4. Who led a Grand Prix for the first time in his career, at Monaco?
5. At which race was Mansell fined for dangerous driving?
6. Which driver scored the first and only points of his career in Dallas?
7. Who drove the second Osella in the second half of the season?
8. Derek Warwick was second in the British GP - and which other?
9. Which circuit staged the European GP?
10. How many times did F1 rookie Ayrton Senna finish on the podium?

Answers to Quiz No. 4 - 1986

1. Jacques Laffite, Ligier
2. 100th for Lotus
3. Gerhard Berger
4. Martin Brundle
5. Elio de Angelis
6. Allen Berg
7. Philippe Streiff
8. Jerez, the Hungaroring
9. Johnny Dumfries
10. Canadian GP

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Mr R.E. Craig, Bucks. Mr S. Clapton, Leics. Mr M. Mullins, Cheshire. Mr A.R. Wong, Canada. L.J. Ferguson, Texas. Mrs K. Freeman, W.Sussex. Miss H. Drake, Portugal. C.J. Powley, Norfolk. G.M. Brown, London. N. Callow, Merseyside.

Just Cars Anyway Model Winner

R. Schuurman, Zwolle, Netherlands

Wayne Ffoulkes of Clwyd was our lucky reader who met Derek Warwick at the British GP

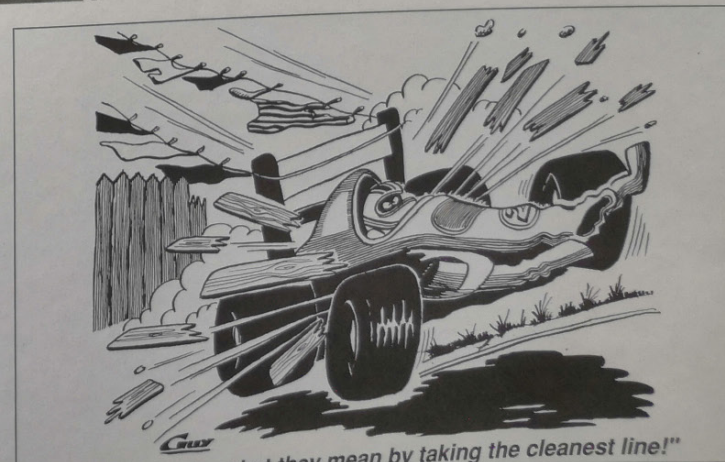
Now for this month's quiz which is all about 1984. Answer correctly the 10 questions in our special panel and you could be in line for a video treat from Duke Marketing or a Just Cars Anyway model.

Send your answers on a postcard to:

Formula Fun (September)
First Frost Ltd.
Lyon Road, Windsor Avenue
Wimbledon
SW19 2SE

to reach us no later than
21st September

Answers in our November issue



"This must be what they mean by taking the cleanest line!"

Above: Rosberg, Belgium 1984

Left: Piquet's winning Williams, Monza '87

PIT

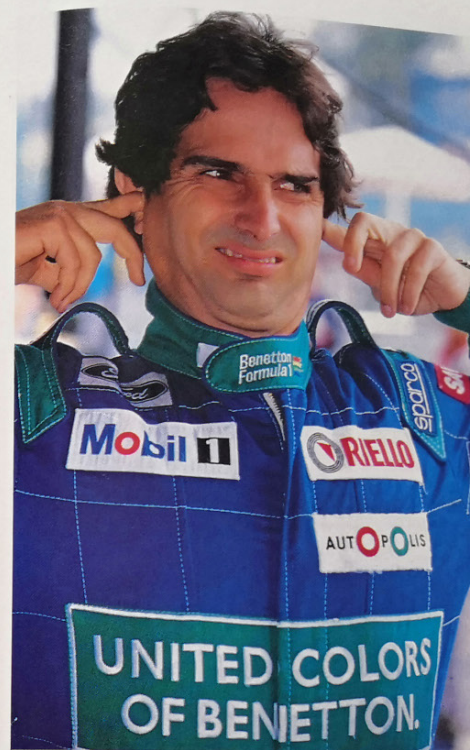
FALLS

Life on the pit lane's lighter side

If you're going to go to a Grand Prix, why not go the whole hog? Our Mexican friend clearly thought it best to make a pig of himself, and given the basic features he had to play with the new hooter seems to fit in quite well... Think he nose something we don't?

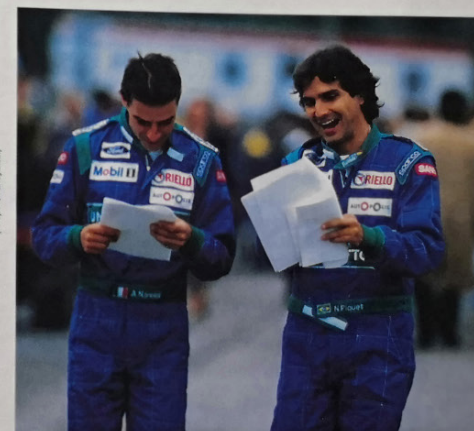


Is this the Picasso of the pit lane? Is Formula 1 an art form after all? If cars get a fresh paint job before taking to the track, why shouldn't spectators go for the full motley as well? Drivers prepare for their brush with destiny, so why not their fans? And if you wanted to know what Mexicans do with their hats, they've obviously given 'em up in favour of headbands with matching faces.



Now then, where did I put those plugs? Nelson Piquet doesn't seem to like all the noise being made about Benetton's success this season. Or is the sound of that new Ford engine just too powerful? Have the press been saying nasty things again?

Hey Sandro, aren't these times a joke? Nelson, in somewhat happier mood, studies practice sheets with teammate Nannini. Maybe they were both afraid to believe their eyes?



In which case, Sandro has found the perfect solution: 40 winks in the cockpit.

All in all, a Benetton variation on the old formula - see no evil, hear no evil, speak no evil...

A.....Z OF FORMULA ONE

EAGLE: All-American Racers Inc was a racing team set up by US drivers Dan Gurney and Carroll Shelby in 1965 with an assault on the Indianapolis 500 in mind. Shelby withdrew soon after, leaving Gurney to concentrate on his own F1 team after a successful driving career with Brabham. Adapting the AAR title to Anglo-American Racers and commissioning a new 3-litre V12 unit from Woods & Weslake in Sussex, the team contested 24 Grands Prix from 1966-68, starting at the time of the "Return to Power" with the new 3-litre Formula, the highlight being Gurney's own win at the Belgian GP of 1967 a week after he had shared in a magnificent Ford victory at Le Mans. The Weslake V12-powered Eagle also set fastest lap in that Spa race, though it would never recapture that form and became a victim of the sheer consistency of the new Ford-Cosworth V8. The Eagle, with its characteristic beak-like front, was considered the most handsome GP car of its day.

EAST LONDON: South African circuit originally used as the venue for the South African GP, set by the ocean in a natural amphitheatre near the holiday resort of that name. Three World Championship races there in 1962-63-65 were won respectively by Graham Hill (BRM), Jim Clark (Lotus) and the Clark-Lotus combination again.

ECCLESTONE, Bernard: originally a motor-cycling enthusiast and competitor who turned to 4-wheel racing in his late teens. A brief excursion into motor sport management when he acquired the Connaught team was followed in the 60's by Ecclestone's

return as manager to the emergent Austrian GP star Jochen Rindt. He ran the Lotus F2 team before the invitation came to acquire a stake in Brabham (Motor Racing Developments); Ecclestone eventually acquired the whole company, in which he was ably supported by designer Gordon Murray and the managerial skills of Mike ("Herbie") Blash. In the early 70's Bernie Ecclestone virtually determined the future of Formula 1 when, as President of FOCA, he took on the ruling body FISA in a power struggle that ended with B. Ecclestone as the single most influential man in Grand Prix racing. That position was simply confirmed when, in 1987, he became a Vice-President of the FIA. Ecclestone, more than any other man, is responsible for the transformation of F1 over the last two decades into a billion-dollar global industry.



Ecclestone, B. Mr F1

ELFORD, Vic: English racing driver, born 1935. GP debut France 1968 in a Cooper-BRM, a race that also provided his best result from a career tally of 13 Grands Prix when he finished fourth. Active in F1 1968-71, also driving Cooper-Maserati, McLaren-Ford and BRM cars. Rejoiced in the nickname "Quick Vic"...

ENGLEBERT: early suppliers of F1 tyres until big boys Goodyear et al began to dominate. Seven Grand Prix victories to their credit, all for Ferrari: five in 1956, two in 1958.

ENSIGN: English-based Grand Prix team named after founder Mo Nunn ("N-Sign"), starting in F1 at the French GP of 1973 with the help of finance from Rikki Van Opel. The team was taken over a year later by Hong Kong businessman Teddy Yip and maintained a rather inconsistent F1 presence until 1982. Its first World Championship point was earned by Van Lennep at the 1975 German GP, while other notable drivers included Chris Amon, Clay Regazzoni and Marc Surer.

ESTORIL: purpose-built GP circuit on a plateau above the Portuguese resort of Estoril. It first staged a World Championship race in '84, won by Alain Prost for McLaren. The Frenchman repeated the trick in 1987-88; Estoril is also notable for having produced the first win of Ayrton Senna's GP career with a masterly drive in the wet in '85. The other winners there have been Nigel Mansell (Williams, '86) and Gerhard Berger (Ferrari, '89). Scene of the infamous Mansell-Senna accident last year after Mansell's failure to spot the black flag, Estoril is also more happily known as a popular winter testing venue and, with its long pit straight and testingly quick corners, is much liked by the majority of drivers.



ETANCELIN, Philippe: French racing driver, born 1896, who began racing as early as 1926 in Bugattis but endured to contest 12 World Championship GPs from 1950-52. Only one of his races - the last - was run in a Maserati as he drove mainly Talbot-Lagos. Best result: two 5th places (France and Italy, '50). "Phi-Phi" Etancelin was also famous for a racing trademark - a cloth cap always worn back to front in the cockpit.



EUROBRUN: Grand Prix team created by the combination of Paolo Pavanetto's EuroRacing and Swiss team owner Walter Brun, famous for his achievements in sportscar racing. EuroBrun began F1 racing in 1988 with Oscar Larrauri and Stefano Modena as the driving strength in cars penned by Marco Tolentino, powered by Cosworth DFZ units. An 11th place for Modena in Hungary was the best they could achieve, and 1989 was worse: one DNQ and 15 failures to pre-qualify. The 1990 drivers are Roberto Moreno (will he ever have a decent F1 car to drive?) and Claudio Langes.



Top: Estoril: great place for start shots

Middle: Englebert made a name for themselves in the 50's

Bottom: Only way EuroBrun will ever make a splash?

A B C D **E** F G H I J K L M

N O P Q R S T U V W X Y Z

The Last Word

As I was pushing one of those baggage trolleys that seems to have a mind of its own around Heathrow Airport on my return from Hockenheim, it dawned on me that its handling characteristics were pretty similar to some of the cars gracing the back of the grid this season, but at least I was unlikely to suffer serious injury through the unpredictable behaviour of this Scuderia Suitcase machine. Imagine what must go through the minds of Gregor Foitek and JJ Lehto as they step into their Monteverdis now that it has been discovered that the museum-owing Mr. Monteverdi has been stripping parts off his collection of old Formula 1 cars to provide spares for the team.

The plan to move the French Grand Prix from Paul Ricard to Magny Cours next year has not met with universal approval, after all where would you rather spend a weekend, the French Riviera or a town with all the charisma of Milton Keynes? Magny Cours, which sounds to me like the name of a short Jewish French tailor, also suffers from a lack of hotels and one enterprising but rather pushy American travel agent announced to the teams in Hockenheim that she had booked "all the town". How had she achieved this amazing if unpopular feat? Well, it's a piece of cake if your opening line to a hotel manager is "Hi, I'm Bernie Ecclestone's assistant."

Peter Ashcroft, Ford Motorsport boss at Boreham, tells a tale of a day long ago when he found himself on pole position for a 500cc single seater race. Waiting for the off, feeling rather proud of himself, he was surprised to feel a bang on his helmet. Looking up, he saw that it was the driver of the car behind him who apparently wanted to give him a few words of friendly advice. "Listen mate, I should be on pole, not you and if you don't get out of my way I'm going to drive right

over you." Peter was so taken aback that he fluffed the start letting the other driver through. Oh by the way, the other driver was a certain B. Ecclestone.

I only mention this incident as a warning to pushing travel agents or indeed to the film crew, who having received their media passes for the German GP proceeded to make several perfect colour photocopies of same. However they were not good enough to fool the eagle eye of FOCA TV's Martin Whitaker who personally ejected several imposters. "They can copy the passes but they never seem to find the proper official string that they hang on", explained Martin.

Lugging a film camera and heavy equipment around a race track all day can be hard work but most camera crews had it easy at Hockenheim compared to the Latvian (yes I did say Latvian) crew making only their second ever visit to a Grand Prix. The reams of paperwork involved in obtaining the necessary visa meant that said document only became available two hours after their booked flight had taken off. The incident reminds me of that famous Latvian Bus Conductors Lament - "There'll be another one along in a minute".

At the British Grand Prix there was a sudden rush of interest in Formula 1 fuel. Was it lead free? Was it environmentally friendly? Would the fumes harm the mechanics? Of course it's harmless, the manufacturers all cried in unison. Why it's as "Green" as "Blue Peter". So at Hockenheim I decided to see, or rather smell for myself and having stood in the back of several pits the effect on my eyes and throat was so unpleasant that I would suggest that these fuels come, not from a refinery, but from the government research establishment at Porton Down. Only time will tell what are the long term effects of

living with this fuel, but just keep your eyes open for two-headed mechanics, or engineers with the bodies of chickens. Come to think of it that could be quite a good idea given the impersonation of a headless chicken that many team engineers seem to indulge in as qualifying comes to an end leaving their cars at the back of the grid.

For the second month in succession I find myself congratulating a Benetton driver for a fine performance, as in Germany Nannini scored a great second place. Given the intense strength-sapping heat on race day, maybe this result was due to the fact that Sandro was feeling fitter having apparently given up smoking a few weeks before. Smart move apart from the fact that Benetton are apparently chasing Camel money for next year.

Talk of smoking and racing drivers brings us automatically to Keke Rosberg. The Fuming Finn's appointment as Peugeot's Sports Car driver proves that he retired from Formula 1 as there was nowhere to fit the cigar lighter and ashtray. Obviously his much larger Group C car will cater for these necessities. When Keke travels to races I can guarantee you that he won't be flying Lauda Air as long-time Marlboro backed driver Niki Lauda was one of the first airline owners to impose a total smoking ban on all his flights. Now that is gratitude for you.

Nobody writing a gossip column about racing could sign off without a few words about the biggest shock of the last month, Nigel Mansell's announcement that he will retire at the end of this season.... nobody except me that is.

Jumbo

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